

KENYA NATIONAL PUBLIC TRANSPORT SUMMIT 2025 REPORT



PUBLIC TRANSPORT RE-IMAGINED

De-Risking | Greening | Dignifying | Mobility in Kenya

JANUARY 2026



About This Report

The Kenya National Public Transport Summit 2025 was convened as a platform for dialogue, a space where institutions, operators, workers, researchers, private sector actors, civil society and youth could come together to listen, understand each other's needs and constraints, and identify shared opportunities within Kenya's public transport system. By bringing diverse perspectives into the same room, the Summit enabled connection, reflection and alignment across a complex and interdependent transport ecosystem.

This report captures those conversations and insights. It does not seek to prescribe solutions, assign responsibility or claim stewardship of reform. Rather, it documents perspectives shared, areas of convergence identified and opportunities for continued engagement across Kenya's public transport sector. It is intended to support learning, coordination and informed decision-making among the many actors shaping public transport policy and practice.

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Foreword

Kenya stands at a pivotal moment in redefining the future of its public transport system. As our cities grow, as mobility demands increase and as climate realities intensify, the need for a safe, inclusive, efficient and climate-aligned transport ecosystem has never been more urgent. The Kenya National Public Transport Summit 2025 was convened to bring together government institutions, operators, industry experts, development partners, researchers, advocacy groups and youth leaders to collectively shape this future.

Over two days of dialogue, reflection and technical engagement, the Summit created a unified platform for addressing long-standing challenges in governance, safety, financing, workforce development, digitalization, spatial planning, gender responsiveness and climate resilience. The discussions reaffirmed a shared understanding.

This report captures the key insights, agreements and strategic directions that emerged from the Summit. It reflects the voices of stakeholders across the transport ecosystem and provides a foundation for continued collaboration, implementation and accountability. We extend our appreciation to all partners whose contributions made this Summit possible, and to the many participants who shared their expertise, lived experiences and vision. Your insights have helped shape a national agenda for mobility that is equitable, sustainable and future-ready.

As co-conveners and programme leads, we commit to advancing the outcomes of this Summit and to working collaboratively with all stakeholders to strengthen Kenya's public transport system for generations to come.

Mr. Charles Aholi Executive Director

National Public Transport Alliance (NAPTA)
National Convener

Ms. Cyprine Odada Executive Director

Women Shaping Cities (WSC)
Programme Design Lead & Knowledge Partner

Acknowledgements

The Kenya National Public Transport Summit 2025 was the result of collective effort, shared commitment and sustained collaboration across institutions, sectors and communities working to advance a safer, more inclusive and more sustainable public transport system for Kenya.

We extend our sincere appreciation to all national and county government institutions that participated in and supported the Summit, particularly the Ministry of Roads and Transport, the Nairobi Metropolitan Area Transport Authority (NaMATA) and Nairobi City County Government, whose technical leadership and engagement were critical to the depth and relevance of the discussions. We are especially grateful to the Institute for Development Studies, University of Nairobi, for serving as a key institutional anchor and intellectual partner, and for hosting the Summit at the University of Nairobi. The academic leadership and research grounding provided by IDS–UoN strengthened the evidence base and policy relevance of the Summit outcomes.

Our appreciation goes to public transport operators, worker unions and industry representatives, including the Association of Matatu Transport Owners (AMTO), Matatu Workers Union (MWU), Public Transport Operators Union (PUTON) and the International Transport Workers Federation (ITF), whose lived experience, sector knowledge and advocacy ensured that workforce realities, safety and dignity remained central to the conversations.

We acknowledge the invaluable support of our development and technical partners – Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Friedrich Ebert Stiftung (FES), Clean Air Fund (CAF), UN-Habitat, Environmental Compliance Institute (ECI) and other partners – for their financial support, technical expertise and long-standing commitment to sustainable, people-centered mobility in Kenya. We also thank private sector partners and service providers, including Isuzu East Africa, Definite Assurance, Easy Coach Limited, Ena Coach Limited, Power Governors Limited and Avenue Healthcare, for contributing practical insights, operational experience and resources that grounded the Summit discussions in implementation realities.

Special recognition is extended to the speakers, panelists, moderators, youth leaders, researchers, civil society organizations and participants whose contributions enriched the dialogue and strengthened the collective vision articulated during the Summit. Your expertise, candor and commitment made the Summit a meaningful platform for shared learning and action.

Finally, we acknowledge the programme teams, organizing committees and support staff whose dedication behind the scenes made the Kenya National Public Transport Summit 2025 possible.

Summit Information and Credits

Report Title

Kenya National Public Transport Summit 2025 Report
Public Transport Re-Imagined: De-Risking, Greening and Dignifying Mobility

Venue

University of Nairobi

Dates

26–27 November 2025

Convened By

National Public Transport Alliance (NAPTA) Women Shaping Cities (WSC)

Institutional Anchors

Nairobi Metropolitan Area Transport Authority (NaMATA)
Institute for Development Studies, University of Nairobi (IDS–UoN)

In Collaboration With

Ministry of Roads and Transport (MoRT) Association of Matatu Transport Owners (AMTO) Matatu Workers Union (MWU)
International Transport Workers Federation (ITF)

Supported By

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Friedrich Ebert Stiftung (FES), Clean Air Fund (CAF), Environmental Compliance Institute (ECI), UN-Habitat, Isuzu East Africa, Definite Assurance, Easy Coach Limited, Ena Coach Limited, Power Governors Limited, Avenue Healthcare

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List of Acronyms and Abbreviations

- AMTO - Association of Matatu Transport Owners
- AfDB - African Development Bank
- BRT - Bus Rapid Transit
- CAF - Clean Air Fund
- EV - Electric Vehicle
- IDS - UoN – Institute for Development Studies – University of Nairobi
- FPTSS - Federation of Public Transport Sector
- KURA - Kenya Urban Roads Authority
- KeNHA - Kenya National Highways Authority
- KeRRA - Kenya Rural Roads Authority
- MoRT - Ministry of Roads and Transport
- MWU - Matatu Workers Union
- NAMATA - Nairobi Metropolitan Area Transport Authority
- NAPTA - National Public Transport Alliance
- NCCG - Nairobi City County Government
- NMT - Non-Motorized Transport
- NTSA - National Transport and Safety Authority
- PAAPAM - Pan African Action Plan for Active Mobility
- PPP - Public-Private Partnership
- PSV - Public Service Vehicle
- PUTON - Public Transport Operators Union
- SJPT - Social Justice Pillars in Transport
- WSC - Women Shaping Cities

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Executive Summary

Kenya's public transport system stands at a critical turning point. Rapid urbanization, escalating congestion, persistent road fatalities, deteriorating air quality and growing social inequities have exposed deep structural weaknesses in how mobility is planned, governed, financed and delivered. Public transport remains the **backbone of daily movement for the majority of Kenyans**, yet it continues to operate within fragmented institutional arrangements, weak enforcement systems and under-resourced investment frameworks. Without decisive reform, these pressures will intensify, undermining economic productivity, public health, climate resilience and social cohesion.

The Kenya National Public Transport Summit 2025 was convened in response to this urgency. Bringing together national and county governments, public transport operators, regulators, private sector actors, development partners, academia, civil society and youth, the Summit served as a **national platform to confront long-standing systemic failures and to articulate a shared pathway** for transformation. Guided by the theme Public Transport Re-Imagined: De-Risking, Greening and Dignifying Mobility in Kenya, the Summit moved beyond diagnosis to focus on implementation, accountability and coordinated action.

Over two days of structured dialogue, technical engagement and sector-wide exchange, the Summit addressed the full ecosystem shaping public transport outcomes. Discussions examined governance and institutional alignment, financing and risk-sharing models, road safety systems, digitalization and data governance, clean and low-carbon mobility, spatial planning and land-use integration, workforce professionalization, behavioural change, and the mainstreaming of gender-, age- and care-responsive transport systems. These conversations consistently reinforced a central conclusion: Kenya's mobility challenge is not a lack of policy intent or technical knowledge, but a persistent failure of coordination, enforcement, predictable financing and people-centered delivery.

The Summit generated a strong convergence around several strategic priorities. First, governance reform emerged as foundational. Participants underscored the need to clarify institutional mandates, strengthen national–county coordination, embed rule-based enforcement and institutionalize performance monitoring anchored in commuter experience and safety outcomes. Second, predictable and long-term financing was identified as indispensable for reform, particularly to support mass transit systems, fleet modernization, road safety infrastructure, non-motorized transport and digital systems. Third, digitization was recognized as a non-negotiable enabler of accountability, transparency, enforcement and bankability across the sector. Fourth, road safety was reaffirmed as a systems challenge requiring alignment across infrastructure design, operator culture, vehicle standards, insurance, data systems and emergency response.

Equally central to the Summit outcomes was a clear call to re-center people within the transport system. Participants emphasized that mobility must be dignified, inclusive and responsive to the lived realities of women, caregivers, children, older adults, persons with disabilities, workers and low-income communities. Professionalizing the public transport workforce, strengthening labor

protections, and embedding social justice, gender responsiveness and care considerations into planning and regulation were identified as essential to achieving safer and more reliable services. Clean and low-carbon mobility was framed not only as a climate imperative, but as a public health and economic priority that must be pursued through phased, context-appropriate and locally anchored solutions.

This report documents the insights, commitments and strategic directions that emerged from the Kenya National Public Transport Summit 2025. It **provides a consolidated evidence base and a shared agenda** to guide reform efforts across institutions and sectors.

The Summit's core message is clear: advancing public transport reform in Kenya requires coordinated implementation, sustained political will, predictable financing and accountable institutions. Achieving a system that is safe, inclusive, climate-aligned and fit for the country's future depends not on isolated initiatives, but on continued alignment and collaboration across the sector.

The outcomes of this Summit reflect a shared recognition of what must change and what is possible when dialogue brings diverse actors together. The task ahead is execution. The opportunity is transformative.

1.0 Summit Overview

1.1 Background and Rationale

Kenya's rapid urbanization, growing motorization, and changing travel patterns have put significant pressure on the transport system. Public transport remains the dominant mode for most Kenyans, yet it is characterized by congestion, road crashes, pollution, fragmented institutions, informal operations and persistent inequality.

The Kenya National Public Transport Summit 2025 was organized to:

- Take stock of ongoing reforms and initiatives.
- Facilitate dialogue among key stakeholders; and
- Identify concrete actions to transform public transport into a safe, efficient, inclusive and climate-resilient system.

1.2 Summit Theme and Objectives

Theme: Public Transport Re-Imagined: De-Risking, Greening and Dignifying Mobility in Kenya

Core Objectives:

1. **Strengthen Governance and Coordination:** Align national and county roles, clarify mandates and improve institutional cooperation.
2. **Advance Sustainable and Low-Carbon Mobility:** Promote clean technologies, non-motorized transport and integrated mobility systems.
3. **Enhance Safety, Accountability and Professionalization:** Reduce Road traffic injuries and fatalities and dignify the public transport workforce.
4. **Promote Inclusive, People-Centered Transport:** Embed gender, age, disability and care considerations in planning, design and regulation.
5. **Deepen Evidence-Based Policymaking:** Enhance data systems, research uptake and innovation in the transport sector.

The Kenya National Public Transport Summit 2025 was structured around a dynamic and inclusive programme designed to foster meaningful dialogue, knowledge exchange and practical solution-building.

The blended format ensured a balance between high-level strategic insights and grounded sector-specific perspectives. This approach enabled participants from diverse backgrounds to actively contribute to shaping actionable pathways for transforming the public transport sector.



Image 1: Programme booklet issued to participants during KNPTS 2025

2.0 Session 1: Keynote Address

Setting the Strategic Direction for Kenya's Public Transport Transformation

Keynote Speakers

1. **Prof. Paul Kamau** – Director of Research at IDS, University of Nairobi
2. **Mr. Samuel Musumba** – Manager Road Safety Programmes, NTSA
3. **Mr. Titus Karanja** – Board Chairman, NAPTA
4. **Mr. Joab Logemere** – Director, Corporate Services, NAMATA
5. **Mr. Kushian Muchiri** – CEO, FPTS and Chairman, AMTO
6. **Mr. Bastian Schulz** - Country Director at Friedrich-Ebert-Stiftung (FES)
7. **Dr. Eng. Simpson Osano** – University of Nairobi (Representative for VC & DVC)
8. **Mr. Mike Saxton** – Project Director, Breathe Cities Initiative - London
9. **Mr. Charles Aholi** – Executive Director, NAPTA



Image 2: Keynote speakers at KNPTS 2025

2.1 Keynote Overview

The keynote session set the strategic tone for the Summit, outlining the urgency and scale of Kenya's public transport transformation needs. Speakers highlighted mounting systemic pressures driven by rapid urbanization, worsening congestion, declining air quality, unpredictable travel times and persistently high rates of road fatalities.

With over **85% of Kenyans relying on public transport** and the sector contributing substantially to national GDP, it was emphasized that mobility reform is not optional: it is a national **development, equity and climate** imperative. Speakers stressed that a dignified, efficient and safe public transport system requires coherent policies, predictable financing, accountable institutions and people-centered planning that aligns with Kenya's long-term urbanization trajectory.

2.2 Key Insights

The keynote highlighted that Kenya's mobility ecosystem is struggling because of decades of fragmented planning, limited investment in mass transit and entrenched car-centric development models.

Key concerns raised included:

- Severe congestion and unreliable public transport
- Air pollution levels exposing **99% of Kenyans** to unsafe emissions
- Persistent road fatalities
- Slow progress on mass transit despite recommendations from AfDB and the World Bank
- Institutional constraints limited technical capacity and resistance to change continue to slow implementation.

a) Governance and Institutional Alignment

Despite the existence of strong policy intent, implementation gaps remain significant due to:

- Fragmented mandates
- Weak regulatory enforcement
- Limited resourcing
- Overlapping institutional functions
- Poor national and county alignment

b) Financing Gaps and Investment Realities

Funding constraints remain a major barrier to transformation. Speakers highlighted:

- High costs of clean-energy and modern vehicles
- Limited access to affordable financing for operators
- Weak compliance and insurance systems
- Insufficient incentives for fleet modernization

c) Clean Mobility as a Health and Economic Priority

Speakers emphasized that Kenya's clean mobility transition must be locally grounded, avoiding donor dependency and prioritizing contextual solutions such as:

- Electric mobility (EVs)
- Non-Motorized Transport (NMT)

- Green mass transit systems

Clean mobility was framed as both an environmental and public health imperative, given the rising burden of pollution-related illness.

2.3 Challenges Identified

The following recurring challenges were highlighted across keynote presentations:

- Weak enforcement and poor cross-agency coordination
- Lack of centralized vehicle, insurance and compliance data
- Informal sector vulnerabilities and resistance to digitization
- High costs of clean mobility technologies
- Poor alignment between planning and implementation
- Insufficient integration of gender, disability and caregiving needs
- Underdeveloped safety systems and monitoring tools

2.4 Key Reform Priorities

Keynote speakers converged on several essential reform themes required for a modern, dignified and climate-aligned transport system.

- 1. Expand Mass Rapid Transit (MRT) and BRT Systems:** Rail-based MRT and BRT corridors were emphasized as the backbone of a functional urban mobility system capable of decongesting Nairobi and improving predictability.
- 2. Strengthen NMT Integration:** Walking and cycling infrastructure must shift from “add-on” status to core mobility investments. As reiterated in the keynote: “Every commuter begins and ends their journey on foot.”
- 3. Enhance Reliability and Affordability:** A dignified transport system must ensure fair fares, predictable travel times, and equitable access for all, particularly low-income users.
- 4. Digitization as a Catalyst for Reform:** Integrated digital ecosystems, including cashless payments, fleet monitoring, compliance tools and real-time data, are essential for transparency, safety and enforcement.
- 5. A dedicated public transport financing framework and stronger PPPs** were proposed to support long-term investment.

2.5 Proposed Strategic Priorities

The keynote session concluded by outlining a coordinated national agenda built around the following pillars:

1. Road Safety

- Adoption of Safe System approaches
- Proactive safety infrastructure
- Strengthened enforcement and deterrence
- Expanded driver training and professionalization

2. Clean Energy Transition

- Accelerate EV uptake through incentive policies
- Targeted support for matatus, bodas and school transport
- Alignment of climate and energy policies
- Localized charging and low-emission fuel strategies

3. Governance Reform

- Clarify institutional mandates
- Reduce fragmentation across agencies
- Enforce rule-based, predictable regulation
- Strengthen performance monitoring

4. Sustainable Infrastructure Development

- Prioritize MRT, BRT, and integrated corridors
- Expand safe and continuous NMT networks
- Mainstream universal accessibility

5. Dignified and Inclusive Mobility

- Ensure transport systems respond to the needs of: Women, PWDs, Children, Caregivers, Older adults and Low-income communities

6. Research and Data-Driven Policy

- Strengthen partnerships with universities and think tanks
- Establish a national transport research agenda
- Expand real-time data systems

2.6 Key Takeaways

- Kenya stands at a pivotal moment: transport transformation is central to economic competitiveness, public health and climate resilience.
- Reform must be people-centered, prioritizing safety, accessibility, dignity and inclusion.
- The missing link is implementation, not more planning **but consistent delivery**.
- Modernization requires political will, sustained financing, strong institutions and accountability.
- Youth, women, workers and vulnerable groups must play a central role in shaping reform.
- Digitization is foundational and not optional for accountability and improved system performance.

The keynote closed with a call for urgency, coherence and courage:

“Kenya must move from pilots and conversations to coordinated transformation. The next five years determine the next fifty.”



Image 3: KNPTS 2025 participants (speakers and audience)

3.0 Session 2: Policy and Governance for Sustainable Public Transport

Panelists

1. **Ms. Connie Ngachu** – Corporation Secretary & Director Legal, NAMATA
2. **Prof. Winnie Mitullah** – Research Professor, IDS-UoN
3. **Dr. Stephen Mogere** – Deputy Team Leader, The Mombasa Gate Bridge Project
4. **Mr. Charles Aholi** – Executive Director, NAPTA
5. **Mr. Eric Manga** – Researcher, Centre for Development Research and Praxis (Cedrap)



Image 4: Panelists for Session 1 – Policy and Governance for Sustainable Public Transport

3.1 Key Insights

The opening plenary set the tone for the Summit by emphasizing that Kenya's public transport challenges stem primarily from governance, institutional fragmentation and weak enforcement, not from a lack of policy or technical knowledge.

Across the presentations, panelists highlighted:

- Persistent congestion, poor coordination, weak planning discipline, and overlapping mandates between national and county governments.
- Implementation gaps, where plans and strategies exist on paper but fail to translate into action.
- Resistance to institutional change, especially in planning, engineering and regulatory departments.
- The mismatch between Kenya's growing urban population and the outdated, road-centric, vehicle-dominant mobility model currently in use.

A recurring message across the notes was that Kenya has sufficient policies but lacks consistent implementation, monitoring, and institutional alignment.

3.2 Priority Reform Areas

Panelists identified several governance and planning priorities necessary to modernize Kenya's public transport system:

- **Mass transit development**, including BRT, rail, and integrated high-capacity corridors.
- **Strengthening governance structures** across agencies to reduce duplication and clarify mandates.
- **Improving safety management systems**, driven by NTSA's role and the need for stronger enforcement.
- **Digitization of transport systems**, including data collection, monitoring, enforcement and compliance tools.
- **Elevating NMT infrastructure**, which remains significantly underprioritized despite walking being the dominant mode.
- **Restructuring and formalizing the public transport sector**, ensuring predictable operations, safety standards and professionalism.

These reforms were repeatedly described as essential for shifting from fragmented, reactive approaches toward a coherent, long-term mobility system.

3.3 Strengthening Accountability

Accountability emerged as a central theme, with speakers noting that the transport sector requires:

- Clear performance benchmarks and indicators.
- Reliable data systems to support evidence-based regulation.
- Stronger enforcement mechanisms, especially around road safety, infrastructure standards and operator compliance.
- Transparent reporting linked to commuter experience and service levels.

Panelists stressed that governance must move away from personality-driven practices toward institutionalized, system-based accountability.

3.4 Financing and Institutional Commitment

Financing was highlighted as a critical enabler, and a persistent barrier, to sustainable mobility reform.

Key financing issues raised:

- Absence of a dedicated national financing mechanism for public transport.
- Inconsistent budgeting cycles between national and county governments.
- Insufficient long-term planning and lack of ring-fenced funding for safety, NMT and mass transit.
- Need to strengthen institutional capacity to plan, implement, operate and maintain transport systems.

Several panelists emphasized that without predictable, long-term investment, transport reforms will continue to stall at the implementation stage.

3.5 Agreed Next Steps

The plenary concluded with priority actions to guide the Summit's thematic sessions:

- Clarify and streamline inter-agency mandates.
- Establish predictable and dedicated transport funding mechanisms.
- Strengthen coordination frameworks between national and county governments.
- Enhance rule-based regulation and enforcement consistency.
- Accelerate mass transit implementation.
- Institutionalize Monitoring & Evaluation processes across all transport agencies.
- Advance a unified, long-term mobility strategy anchored in multimodal, inclusive planning.

3.6 Session Takeaway

The session reinforced that **Kenya's transport challenges are governance challenges.**

Technical solutions, whether mass transit, NMT or digitization, will not succeed without:

- Clear institutional roles.
- Strong financing.
- Consistent enforcement.
- Data-driven decision-making.
- Coordinated national–county action.

The plenary positioned governance reform as the foundational step for achieving safe, inclusive, efficient and sustainable mobility across Kenya.



Images 5–8: Photo compilation from Session 1 – Policy and Governance for Sustainable Public Transport

4.0 Session 3: Road Safety Systems & Accountability

Panelists

1. **Eng. Kiruki Mwithimbu** - Director - Operations, Easy Coach Limited
2. **Dr. Allan Were** - Medical Doctor & Research Scientists, Avenue Healthcare
3. **Dr. Michael Musyoka** - Manager, Sustainability & M&E, Isuzu East Africa
4. **Grace Wahome MCD** - National Helmet Coalition
5. **Eng. Mary Abungu** - Senior Transportation Engineer and Road Safety Specialist/
Founder Sustainable Mobility Africa



Image 9: Panelists for Session 2 – Road Safety Systems & Accountability

4.1 Key Insights

This session examined Kenya's persistent road safety crisis, highlighting failures across enforcement, operator practices, emergency response and institutional coordination. Panelists emphasized that while policies exist, weak implementation, poor safety culture and fragmented institutional mandates continue to undermine national outcomes.

Several speakers also noted the **public's low demand for safety**, allowing unsafe practices to persist without accountability.

4.2 Operator-Led Safety Culture

Easy Coach was highlighted as an example of a company that has institutionalized safety through:

- structured driver training
- strong maintenance systems
- strict fatigue management policies
- adherence to safety protocols

The case demonstrated that **operator commitment and leadership** can exceed regulatory standards.

4.3 Manufacturing Standards & Industry Influence

Isuzu East Africa emphasized their significant footprint in Kenya's PSV and school transport fleet. They highlighted:

- the role of the Isuzu Training Academy
- continuous driver education
- the importance of professional driving culture

The message: **safety starts with the vehicle and the people operating it.**

4.4 Boda Boda Safety and Helmet Compliance

Grace Wahome emphasized that pedestrians and two-wheel users remain disproportionately affected by road crashes. The boda boda sector, described as "**a national safety concern that cannot be ignored,**" faces persistent challenges:

- Use of non-certified, poor-quality helmets
- Low compliance and weak enforcement
- Limited awareness of protective gear benefits
- Dangerous and unpredictable rider behavior

Evidence presented reaffirmed that **proper helmet use dramatically reduces injury severity and fatalities.**

4.5 Trauma Care and Emergency Response Gaps

Dr. Were highlighted significant gaps within Kenya's trauma and emergency systems. Despite initial progress toward creating a **National Trauma Registry**, action has stalled. Critical gaps include:

- Slow emergency response times
- Insufficient pre-hospital care capacity
- Weak coordination between transport, health and disaster-response systems

He noted: **“Preventing crashes is important, but saving lives after impact is equally critical.”**

4.6 Insurance, Compliance and Data Integrity

The insurance sector representative stressed that Kenya lacks a reliable, centralized compliance and claims verification system, creating fertile ground for fraud and weakening enforcement.

They emphasized the need for a **digital, interoperable platform** linking:

- Operators
- Insurers
- NTSA
- Police

Such a system was positioned as essential to **“ending guesswork and enabling enforcement grounded in verifiable data.”**

4.7 Key Recommendations

Panelists called for a **systems-based, prevention-focused, and accountability-driven** road safety framework, anchored on coordinated reforms across the transport ecosystem.

a) Strengthen Fleet & Vehicle Standards

- Enforce regular inspections
- Support certified maintenance practices
- Mandate high-quality safety equipment

b) Professionalize Drivers & Operators

- Mandatory continuous driver training
- Strong welfare and fatigue management
- Development of formal professional pathways

c) Expand Helmet & Rider Safety Interventions

- Stronger enforcement on helmet quality and use
- Nationwide awareness campaigns
- Quality certification for helmets

d) Strengthen Emergency & Trauma Systems

- Build pre-hospital care capacity
- Improve coordination across health, transport and emergency services

e) Develop Integrated Safety Data Systems

- Central crash database
- Real-time digital incident reporting
- Interoperable NTSA–insurance–police systems

f) Design Safer Infrastructure

- Protected cycle lanes
- Safe pedestrian crossings
- Improved signage and speed management

4.8 Session Takeaway

The session concluded that Kenya cannot reduce road fatalities without stronger enforcement, improved emergency response, better data systems and a cultural shift toward safety among operators and the public. Effective road safety requires shared responsibility across operators, regulators, insurers, health providers and citizens.



Images 10–13: Photo compilation from Session 2 – Road Safety Systems & Accountability

5.0 Session 4: Finance and Implementation Models for Public Transport

Panelists

1. **Mr. Austin Akumu** - Director, Finance & Investments, NAPTA
2. **Dr. Stephen Mogere** - Infrastructure Specialist, Former JICA Officer.
3. **Mr. Jonathan Onura**- CEO, Pullman Transit
4. **Mr. Titus Karanja** - Board Chairman, NAPTA



Image 14: Panelists for Session 3 – Finance and Implementation Models for Public Transport

5.1 Key Insights

This session focused on the structural, financial, and governance conditions required to advance sustainable public transport in Kenya. Panelists consistently highlighted that while opportunities for modernization exist, the sector remains constrained by **weak governance, fragmented financial systems, low operator bankability, and the absence of integrated planning and digital transparency.**

Panelists emphasized that transforming public transport requires:

- Strong, predictable governance structures
- Clear regulatory alignment
- Digitized systems that reduce revenue leakages
- Financing models tailored to the realities of operators

The discussion reinforced that financing, governance, and digitization are inseparable pillars for sector reform.

5.2 Public - Private Partnerships (PPPs) And Blended Finance

Panelists underscored the strategic role of **PPPs and blended finance models** as catalysts for sector-wide modernization. These instruments were identified as essential for accelerating:

- Large-scale infrastructure development
- Fleet renewal, including transition to clean-energy and electric vehicles
- Digitized fare systems and revenue management
- Telematics, smart fleet tracking, and compliance tools

Speakers stressed that sustainable PPPs must incorporate balanced **risk-sharing structures** and actively involve **local institutional investors**, particularly pension funds, to reduce reliance on foreign capital.

5.3 Structural Financing Constraints

Financial institutions highlighted persistent risks that limit lending to the transport sector, including:

- High operator default rates (approx. 33%)
- Weak or incomplete financial documentation among SACCOs
- Lack of transparent, verifiable operational data
- Poor governance practices in informal operator groups

These challenges are compounded by:

- High upfront cost of modern and electric vehicles
- Limited local technical capacity for maintenance
- Global supply-chain disruptions affecting EV components

These constraints collectively reduce bank confidence and restrict access to long-term capital.

5.4 Digitization as a Pathway to Bankability

Digitization emerged as a pivotal enabler of sector financing. Tools such as cashless fare systems, telematics and digital fleet management can enhance:

- Revenue transparency
- Operational accountability
- Accuracy of financial records
- Creditworthiness of operators

Panelists noted ongoing resistance to digital adoption, particularly where informal, cash-based practices support unregulated income flows. Overcoming this resistance is crucial for unlocking credit and strengthening financial discipline across the sector.

5.5 Governance Reform and Professionalization

Financiers emphasized that sustainable investment must rest on improved governance. Priority areas include:

- Strengthening SACCO governance and accountability
- Eliminating informal “briefcase companies”
- Creating structured borrowing clusters to reduce risk exposure
- Designing loan products aligned with realistic operator cash flows

Speakers stressed that long-term policy stability is essential for restoring investor confidence and enabling predictable decision-making.

5.6 Recommendations

Panelists proposed several actionable measures to unlock financing and support sector transformation:

1. Extend loan repayment periods to seven years or more
2. Allow PSV-controlled access to expressways to enhance efficiency and revenue potential
3. Operationalize the National Toll Fund to secure long-term infrastructure financing

4. Develop scalable, context-specific e-mobility financing models
5. Strengthen transport data systems to enhance transparency, planning, compliance, and investor decision-making

5.7 Session Takeaway

Panelists concluded that Kenya's aspiration for a modern, efficient, and climate-aligned public transport system is within reach. Its realization, however, hinges on:

- Coordinated and innovative financing strategies
- Strong governance and operator professionalization
- Widespread digitization to build transparency and trust
- Mobilization of domestic capital markets

These pillars were identified as the foundation for a sustainable, inclusive, and future-ready transport ecosystem.



Images 15–18: Photo compilation from Session 3 – Finance and Implementation Models for Public Transport

6.0 Session 5: Socially Just Public Transport

Panelists

1. **Ms. Cynthia Muthoni** - Programme Officer, FES Kenya
2. **Mr. Joseph Nderitu** – Secretary General, Public Transport Operators Union (PUTON)
3. **Mr. Daniel Munene** – UN-Habitat

4. **Mr. Stephenson Kisingu** – Africa Region Union Building Coordinator, International Transport Workers Federation (ITF)
5. **Mr. Constant Cap** – UNEP



Image 19: Panelists for Session 4 – Socially Just Public Transport

6.1 Key Insights

This session introduced the Socially Just Public Transport Pillars (SJPT) as a foundational framework for designing a mobility system that is fair, inclusive, accessible and grounded in human rights. Dr. Anne Kamau emphasized that mobility is not simply movement, it is a social determinant that shapes access to healthcare, education, livelihoods, safety and overall wellbeing.

Panelists agreed that **dignity is currently missing from Kenya's public transport experience**, affecting both users and workers. The session illuminated the structural injustices embedded in everyday mobility and underscored the urgent need for intentional, people-centered planning.

6.2 Core Principles of a Socially Just Public Transport System

The SJPT framework is anchored in six foundational principles:

1. **Availability:** Transport services must be consistently available where people live, work and study.
2. **Accessibility & Affordability:** Transport must be physically reachable, safe and financially viable for all.
3. **Inclusivity & Equality:** Systems must reflect the needs of caregivers, children, older persons, women and persons with disabilities.
4. **Human Rights & Dignity:** Safety, respect, comfort and fair treatment must be central to the mobility experience, for passengers and workers.

5. **Sustainability:** Solutions should enhance environmental health, climate resilience and long-term urban wellbeing.
6. **Accountability:** Transparent, responsive institutions are essential to ensure justice and equity goals are met.

6.3 Lived Realities: Voices from Caregivers, Workers, Children & Low-Income Groups

Representatives shared lived experiences that highlighted persistent gaps in Kenya's transport system:

- Fragmented, siloed planning that fails to reflect real user needs
- Limited engagement of caregivers, PWDs, children and low-income households in decision-making
- Persistent weak road safety systems, with inadequate protection for pedestrians and cyclists
- Minimal consideration of children's mobility, especially safe routes to school
- Unsafe, precarious working conditions for transport workers, with limited protections and poor welfare mechanisms

Panelists emphasized that **mobility is a social structure** that determines whether people can participate meaningfully in social and economic life.

6.4 Calls to Action

Panelists called for coordinated, equity-driven reforms, including:

- Strong multi-sector collaboration across transport, health, planning, civil society and education sectors
- Public awareness and behavior-change campaigns on safe, inclusive mobility
- Clear alignment with UN-Habitat principles on justice-oriented urban development
- Integration of caregiver, PWD, children and worker perspectives into planning and governance
- Strengthening of institutional accountability and feedback mechanisms

6.5 Vision of the Revised SJPT Framework

Friedrich Ebert Stiftung (FES) Kenya officially launched the revised SJPT pillars during the session. This milestone strengthens justice-centered mobility advocacy and provides a robust, evidence-based framework for guiding policy reform and inclusive planning in Kenya.

6.6 Conclusion

The session reaffirmed that achieving socially just public transport requires:

- Intentional, human-centered design
- Fairness and rights-based approaches

- Environmental and social sustainability
- Transparent, accountable governance

The SJPT framework presented a practical and actionable tool for policymakers, planners, civil society, and operators seeking to build a mobility system that truly works for all.



Images 20–23: Photo compilation from Session 4 – Socially Just Public Transport

7.0 Session 6: Digitalization and Smart Transport Systems

Panelists

1. **Mr. Martin Taani** - Digital Mobility Specialist, Officer Infrastructure Development NAMATA
2. **Ms. Ellyjoy Kawira** – Definite Assurance
3. **Mr. Samuel Wasswa** - General Manager -After sales Marketing, Isuzu
4. **Mr. Justin Nyaga** - Chairman of the organization of Online Drivers
5. **Ms. Munyiva Mutinda** - Lecturer, Kenyatta University



Image 24: Panelists for Session 5 – Digitalization and Smart Transport Systems

7.1 Key Insights

This session highlighted digitalization as a central pillar of Kenya’s transport transformation. Speakers emphasized that digital mobility is not merely a technology upgrade, but a governance and service-quality revolution. When well-coordinated, digital tools can strengthen compliance, raise operational efficiency, enhance revenue transparency, improve passenger safety and accountability and elevate the overall user experience.

Despite progress, Kenya’s digital transition remains fragmented. The country has multiple digital projects but lacks a cohesive **national digital ecosystem**. The absence of a unified Data

Governance Framework means systems operate in silos, creating isolated pockets of information that limit oversight, planning and enforcement.

7.2 Key Challenges

- Absence of a robust Data Governance Framework to guide the management, sharing and permitted use of transport data.
- Interoperability gaps creating “islands of data”
- High cost of digital tools and EV-related infrastructure
- Insufficient standardization of EV charging systems and digital compliance tools
- Limited institutional capacity to manage and sustain digital systems
- Resistance to digitization among actors benefiting from informal revenue flows
- Growing concerns about data protection and privacy

Speakers warned that without clear governance structures, Kenya risks digitizing existing inefficiencies instead of resolving them.

7.3 Sector Perspectives

a) Insurance and Risk Management

Weak and fragmented digital systems undermine:

- Claims verification
- Fraud detection
- Premium pricing
- Compliance enforcement

A strong national digital ecosystem must therefore define:

- Data ownership
- Transmission obligations
- Permitted uses

Mandatory digital compliance was recommended for PSV operators, SACCOs and online platforms. Strengthening data protection laws was emphasized as essential for public trust. Integrating insurance databases with NTSA systems could reduce fraud, accelerate claims processing and improve overall sector accountability.

b) Public-Private Partnerships and Innovation

Digital systems were described as high-value investments, not costs. PPPs can help finance:

- Cashless fare systems
- Telematics and fleet monitoring
- Integrated ticketing
- National data repositories Speakers stressed the need to:
- Develop open data-sharing agreements with the private sector
- Encourage international technology transfer
- Build local manufacturing capacity for telematics devices, payment hardware, EV charging infrastructure and digital enforcement tools

c) Lived Realities of Digital Transport Workers

Representing more than 47,000 online platform drivers, sector voices highlighted key challenges:

- Lack of safe and dedicated staging/parking areas
- Limited access to affordable, fair insurance products
- Algorithmic pricing and high platform commissions reducing earnings
- Distrust of cashless systems due to delayed settlements and unpredictable deductions

Speakers emphasized that digitalization must enhance worker welfare, not only improve system efficiency. Governance must therefore regulate platform responsibilities, not just driver conduct.

7.3 Recommendations

Speakers proposed a coordinated national approach grounded in:

- Establishing a National Data Governance Framework for the public transport sector
- Ensuring system interoperability across NTSA, SACCOs, insurers, operators and platforms
- Introducing mandatory digital compliance standards for operators

- Strengthening privacy and data protection safeguards
- Financing digital systems through PPPs and innovation partnerships
- Supporting local manufacturing of digital mobility hardware
- Improving working conditions for digital-era transport workers

7.4 Session Takeaways

- Kenya has advanced digital projects, but lacks an integrated ecosystem, the next step is building the governance architecture that brings systems together.
- Digitalization must improve accountability and user experience while protecting both workers and passengers.
- Clean, verifiable, real-time data is essential for regulation, financing, insurance and enforcement.
- Strong PPPs, local innovation, and institutional capacity-building will accelerate Kenya's transition to a smart, efficient and inclusive mobility system.



Image 25-28: Photo compilation from Session 5 – Digitalization and Smart Transport Systems

8.0 Session 7: Pan African Action Plan for Active Mobility (PAAPAM)

Presenter:

Mr. Daniel Munene – UN-Habitat

8.1 Key Insights

This session highlighted walking and cycling as central pillars of sustainable mobility in Africa, not secondary considerations. Speakers emphasized that active mobility must be reframed as a core transport mode influencing access, safety, climate resilience, equity and the performance of public transport systems. Walking remains the dominant mode of travel across the continent, providing first- and last-mile access and shaping the viability of wider mobility networks.

The Pan African Action Plan for Active Mobility (PAAPAM) was presented as the continent's most comprehensive framework for mainstreaming walking and cycling into national, metropolitan, and local mobility planning. The discussion stressed that despite strong policy commitments in several African countries, implementation remains slow due to structural, financial and institutional constraints.

8.2 Goals of PAAPAM

PAAPAM sets out three overarching strategic goals:

1. **Create Safe, Accessible and Comfortable Environments:** Measured through indicators such as safety outcomes, connectivity, travel time, infrastructure continuity and perceived security.
2. **Strengthen Advocacy for Pedestrians and Cyclists:** Ensure active mobility is politically recognized, publicly supported and prioritized in government budgets.
3. **Embed Active Mobility into Planning and Investment Processes:** Integrate walking and cycling into transport engineering, urban design, institutional mandates and national/local budget lines.

8.3 Policy and Funding Landscape

The session noted that:

- As of 2019, **19 African countries** have policies supporting walking and cycling.
- **25 countries** have frameworks referencing active mobility.
- **18 countries** identify active mobility as a primary mode.

A key recommendation was to allocate **at least 20% of national and city transport budgets** to active mobility infrastructure and programmes.

8.4 Core Pillars of PAAPAM

a) Safe and Accessible Infrastructure

- Continuous, unobstructed sidewalks
- Safe crossings with universal design features
- Disability-inclusive infrastructure
- Safe school zones

- Pedestrian-priority or car-restricted areas

b) Advocacy and Awareness

- Amplifying the economic, environmental, and health benefits of active mobility
- Building political and community support
- Increasing public visibility of walking and cycling in urban discourse

c) Integration into Planning, Engineering and Training

- Embedding walking and cycling into transport engineering curricula
- Updating public works standards to require pedestrian- and cyclist-friendly design
- Mainstreaming active mobility across national and county mandates

8.5 Key Concepts Discussed

- **Walking is the backbone of African mobility** and must be treated as such in planning and investment decisions.
- **Accessibility** encompasses safety, connectivity, proximity to public services and inclusive design for children, older persons and PWDs.
- **Low-cost, high-impact interventions** such as raised crossings, sidewalk repairs, road narrowing and improved lighting, can drastically improve safety.
- Pedestrians and cyclists account for some of the **highest proportions of road crash victims**, reinforcing the urgency of protected infrastructure.

8.6 Session Takeaway

The session affirmed that walking and cycling are **fundamental to Africa's mobility future**. Prioritizing active mobility in transport planning will:

- Improve road safety
- Enhance equitable access for all users
- Reduce emissions and support climate objectives
- Improve public health outcomes
- Strengthen urban livability and quality of life



Image 29: Session 6 presenter delivering the PAAPAM presentation. Image 30: Audience engagement during the PAAPAM session

9.0 Session 8: Strengthening Public Transport Connectivity Through Better Spatial Planning

Panelists

- **Ms. Cyprine Odada** - Executive Director, Women Shaping Cities
- **Dr. Alando Walter** - Lecturer, Maseno University
- **Mr. John Omwamba** - Urban Planning Researcher
- **Ms. Joan Watetu** - Lead Consultant, Eliye Consults
- **Mr. Patrick Adolwa** - Director Infrastructure Development, Konza Technopolis Development.



Image 31: Panelists for Session 7 – Strengthening Connectivity Through Better Spatial Planning

9.1 Key Insights

This session examined how spatial planning shapes, sometimes determines, the performance, equity and sustainability of public transport systems. Panelists emphasized that mobility challenges in Kenya cannot be solved by transport interventions alone. Instead, they are deeply rooted in urban reform, land-use decisions, governance structures, and the historical prioritization of car-oriented development.

Despite numerous planning efforts, Nairobi continues to face chronic congestion, fragmented urban growth, inconsistent implementation of spatial plans, and continued reliance on informal

transport services. These outcomes reflect persistent governance challenges, and a long-standing disconnect between land-use decisions and mobility planning. The session reinforced that public transport can only function effectively within a spatial environment designed to support it.

9.2 Alignment Between Spatial Planning and Transport Systems

Panelists underscored how weak alignment between national policies, county spatial plans and

transport system development has led to:

- Plans that do not reflect actual travel patterns, especially for pedestrians and low-income users.
- Infrastructure projects where walking and cycling components are removed during construction.
- Transport systems forced to respond to uncoordinated, dispersed development.
- A city form that increases travel distances, reduces efficiency and raises the cost-of-service delivery.

A recurring theme was the **underrepresentation of women, caregivers, and vulnerable groups** in planning processes, resulting in infrastructure that does not reflect their safety needs, trip patterns or caregiving responsibilities.

9.3 Key Policy and Institutional Gaps

Panelists identified several systemic weaknesses undermining the relationship between spatial design and mobility outcomes:

- Weak land-use planning and poor linkage to transport policy and investment.
- Limited collaboration between land, housing, and transport departments.
- Absence of mass transit systems, leading to overdependence on matatus.
- Housing developments approved without corresponding mobility infrastructure.
- Plans that are poorly shared, coordinated, or implemented across agencies.
- Inconsistent political support for long-term planning.

These gaps contribute to Nairobi's disorderly growth patterns and undermine efforts to develop a coherent, integrated transport network.

9.4 Challenges Identified

Key challenges raised in the session included:

- **Car-centric planning** that sidelines pedestrians and cyclists.
- Frequent removal of inclusive design features (e.g., sidewalks) at implementation stage.
- Limited professional capacity in transport and mobility planning.
- Weak inter-agency coordination and overlapping mandates.
- Low public awareness and participation in planning processes.
- Urban planning curricula in Kenyan universities that do not adequately teach transport or mobility planning, leaving graduates without foundational skills required for modern city mobility challenges.

Panelists stressed that without addressing these structural barriers, Nairobi will continue to face inefficiencies, high transport costs and poor accessibility for the majority of residents.

9.5 Proposed Solutions

To reposition spatial planning as a foundational pillar of transport transformation, panelists

recommended:

a) Strengthened Governance & Institutional Coordination

- Clearer roles and collaboration between national and county institutions.
- Integrated planning frameworks linking land use, transport and public space design.

b) People-Centered & Inclusive Planning

- Prioritizing pedestrians, cyclists, and public transport users.
- Designing for women, caregivers, older adults, PWDs and children.

c) Capacity Building

- Establishing specialized mobility planning units.
- Enhancing professional training in transport planning and urban design.

d) Improved Public Participation

- Transparent decision-making processes.
- Community empowerment and co-production of mobility solutions.

e) Reduced Political Interference

- Protecting long-term planning from short-term political cycles.

f) Investment in Coordinated Public Transport

- Prioritizing mass transit systems (BRT, rail).
- Developing integrated service networks that complement land-use strategies.

g) Update university urban planning curricula

- Integrate transport planning, mobility systems, NMT design, accessibility and inclusive mobility frameworks in undergraduate and graduate studies.

These solutions underscore that mobility reform is fundamentally a governance, spatial and institutional challenge, not simply an engineering one.

9.6 Session Takeaway

The session concluded that achieving an efficient, inclusive, and sustainable transport system requires the **full integration of spatial planning with mobility planning**. A people-centered approach, grounded in strong governance, equitable design and meaningful community participation, is essential to building a transport system and a city that works for everyone.





Images 32–35: Photo compilation from Session 7 - Strengthening Connectivity Through Better Spatial Planning

10.0 Day 1 Summit Summary

Day One of the Kenya National Public Transport Summit 2025 set the governance and institutional foundation for the national mobility transformation agenda. Discussions across the opening plenary and thematic sessions revealed a clear convergence: Kenya’s transport challenges are rooted less in technical gaps and more in governance fragmentation, weak institutional coordination, insufficient financing structures, and slow implementation of long-standing plans.

Speakers from government, regulatory agencies, academia, operators, insurers, development partners, and civil society collectively underscored the need for **a coherent, accountable, people-centered and digitally enabled mobility system** capable of addressing congestion, safety, equity and sustainability. The day’s discussions coalesced into several overarching themes and priority directions.

a) Governance and Policy Alignment

A dominant message throughout Day One was that **strong governance, not new plans, is the missing link in Kenya’s mobility transformation**. Speakers emphasized that fragmented mandates, inconsistent enforcement, political interference and siloed planning have slowed implementation despite extensive studies and policies already in place.

Emerging priorities included:

- Strengthening national–county coordination to harmonize standards, enforcement, planning and investment.
- Clarifying institutional roles to reduce duplication and conflicting mandates.
- Building predictable, rule-based regulatory systems grounded in transparency and consistent enforcement.
- Establishing unified national transport data systems to integrate licensing, inspections, operator records, and insurance compliance.
- Embedding accountability frameworks that measure performance based on commuter experience and service quality.

The day reaffirmed that governance failures, not lack of expertise, are the leading cause of Kenya's persistent mobility challenges.

b) Financing and Investment

Discussions highlighted a dual reality: Kenya has enormous potential for modernization, yet financing remains one of the most significant bottlenecks. Speakers pointed to structural gaps that limit sector investment, including weak SACCO governance, limited operator creditworthiness, fragmented data systems and unpredictable budget cycles.

Key insights included:

- The need for innovative, sustainable financing mechanisms for fleet renewal, clean mobility, infrastructure development and digital systems.
- Designing operator-friendly financial products that match real revenue patterns of SACCOs, SMEs and informal operators.
- Strengthening transparency and governance to improve investor confidence.
- Leveraging Public–Private Partnerships (PPPs), blended finance and domestic capital markets.
- Creating predictable, long-term financing frameworks rather than relying on ad hoc budgets.

A strong message emerged: modernization will not be achieved without **financial reform that is aligned to the realities of Kenya's transport ecosystem.**

c) Clean Mobility and Air Quality

Speakers emphasized that clean mobility is not only a climate imperative but also a public health necessity. Transport emissions remain a major contributor to urban air pollution, with visible and invisible pollutants increasingly affecting public health, productivity and quality of life.

The day highlighted the need to:

- Integrate air quality considerations into all transport planning, regulation and enforcement.
- Expand partnerships for localized air quality monitoring and data accuracy.
- Use evidence to guide emission reduction policies and technological pathways.
- Strengthen tax structures, incentives and duty frameworks that support adoption of low-emission vehicles.
- Align mobility strategies with national climate and energy transitions.

The message was clear: clean mobility must be treated as a core development priority, not a niche environmental agenda.

d) Digital Transformation

Digitalization surfaced as a foundational enabler of governance reform, financial transparency, enforcement efficiency and improved user experience.

Speakers highlighted opportunities to:

- Digitize fare systems, insurance verification, compliance monitoring and operator data.
- Build interoperable systems linking regulators, insurers, SACCOs, counties and digital mobility platforms.

- Strengthen data privacy frameworks and accountability for digital systems.
- Integrate inclusive design for women, youth, caregivers, the elderly and persons with disabilities.
- Empower youth as innovators and contributors to digital mobility solutions.

Digital transformation was framed *as both a governance tool and an economic enabler*.

e) Road Safety and Institutional Accountability

Road safety emerged as one of the most urgent national challenges. Speakers reinforced that road safety must be approached as a systems issue, requiring alignment across infrastructure, operator culture, vehicle standards, insurance systems, and emergency response.

Key insights included:

- Expanding continuous training for drivers, conductors, and operators.
- Strengthening inspections, vehicle maintenance standards and operational compliance.
- Building integrated, real-time safety data systems.
- Enhancing collaboration between transport, health and emergency response systems.
- Using analytics and evidence to target high-risk corridors and behaviors.

The day reiterated that **road safety cannot be solved through enforcement alone**, it requires coordinated institutional reform.

f) Workforce Development and Labor Dignity

Transport workers were repeatedly identified as the backbone of Kenya's mobility system. Discussions noted that poor working conditions, lack of structured contracts and job insecurity often lead to indiscipline, fatigue, and unsafe driving practices.

Key priorities included:

- Professionalizing drivers, conductors, mechanics and SACCO administrators.
- Establishing accredited training institutions and standardized certification pathways.
- Enhancing labor protections, welfare programs and working conditions.
- Strengthening SACCO governance to improve accountability and dignity at work.

The day affirmed that a **modern transport system requires a modern, respected and well-supported workforce**.

g) Research, Innovation and Knowledge Systems

Across sessions, speakers emphasized that sustainable reform requires robust evidence and localized research, not assumptions or borrowed global models.

Insights included:

- Institutionalizing partnerships with universities, research institutions and development partners.
- Supporting pilot projects and demonstration corridors to test scalable solutions.
- Embedding research into planning, monitoring and regulatory systems.
- Expanding national data systems to generate real-time insights for decision-making.

Research was identified as the bridge between policy ambition and implementation reality.

h) Spatial Planning and Inclusive Mobility

A strong cross-cutting theme was the recognition that mobility challenges are fundamentally spatial challenges. Speakers emphasized the need for better alignment between land-use planning, transport

systems and inclusive design principles.

Day One emphasized:

- Integrating transport and urban planning across national and county levels.
- Updating university curricula to embed NMT, accessibility and inclusive mobility.
- Prioritizing walking and cycling as central mobility modes.
- Embedding people-centered design, gender, age, disability and care, into all public transport and NMT infrastructure.

Together, these insights set a strong foundation for a **unified national agenda** capable of reshaping mobility, equity and urban development for generations.

10.1 Day Photo Gallery







Images 36–55: Day 1 photo compilation

11.0 Session 9: Advancing Green and Low-carbon Mobility

Panelists

1. **Mr. Calvin Tiony** – Manager, Quality, ISUZU
2. **Ms. Racheal Njira** – Senior Principal Officer, Road & Rail, State Department for Transport
3. **Mr. Gerphas Opondo** – Executive Director, Environmental Compliance Institute (ECI)
4. **Eng. James Mwaniki** – Ag. Deputy Director, Network Management, NaMATA
5. **Mr. Herman Kwoba** – Transport and Climate Change Project Officer, GIZ



Image 56: Panelists for Session 8 – Advancing Green and Low-Carbon Mobility

11.1 Key Insights

This plenary examined Kenya’s pathway toward clean, sustainable and climate-resilient mobility. While global momentum toward low-carbon transport is accelerating, panelists emphasized that Kenya’s transition must be grounded in implementation capacity, market and grid realities, sector reform and careful sequencing, rather than external pressure to adopt global models prematurely.

Speakers agreed that decarbonizing the transport sector requires a coordinated, multi-pronged approach combining policy reform, infrastructure investment, technology deployment, financing innovation, capacity strengthening and strong local industry participation.

They stressed that Kenya must adopt a phased, context-specific transition, recognizing the dominance of paratransit, fragmented urban form, high upfront costs, limited maintenance expertise and varying levels of operator readiness.

11.2 Strategic Priority Areas

Panelists identified five strategic pillars that should guide Kenya’s low-carbon transition:

a) Policy and Regulatory Alignment

A strong, predictable policy environment is essential for investor confidence and effective

implementation. Priorities include:

- Clear, enforceable low-carbon mobility policies
- Alignment of transport, climate and energy frameworks
- Stronger enforcement of emissions standards
- National standards for EV charging and emerging technologies

b) Technology and Infrastructure Deployment

Decarbonization requires substantial investment in clean-mobility systems. Key areas include:

- Expansion of EV charging hubs and battery-swapping corridors
- Support for diverse technology pathways (BEVs, fuel-cell, carbon-neutral ICE, smart charging)
- Localized electrification strategies for matatus, boda bodas and tuktuks
- Investment in transitional and alternative fuels (hydrogen, biofuels, synthetic fuels)

c) Financing and Incentives

Financing was repeatedly identified as the single largest determinant of transition speed. Proposed priorities include:

- Tax incentives, duty waivers and targeted subsidies
- Accessible, operator-friendly EV financing models
- Expanded PPPs for fleet electrification and charging infrastructure
- Exploration of carbon-credit mechanisms

d) Capacity Building and Public Awareness

A successful transition requires a skilled workforce and informed public. Focus areas include:

- Technical training for mechanics, drivers and charging operators
- Public awareness campaigns on EV benefits and cost savings
- Inclusion of youth and women across the EV value chain

e) Local Manufacturing and Industrial Growth

The green transition presents a significant local economic opportunity. Panelists emphasized:

- Local assembly of EVs, batteries and components
- Development of green jobs across servicing, charging, maintenance and manufacturing
- Local adaptation of technologies to Kenyan roads and operational realities

11.3 Key Challenges Identified

Speakers highlighted several barriers that could slow Kenya's low-carbon transition:

- High upfront costs of EVs and charging infrastructure
 - Continued dependence on fossil fuels alongside rising national electricity demand
 - Limited local expertise for EV maintenance and diagnostics
 - Fragmented public transport systems that require restructuring before electrification
- These constraints reinforce the need for a **phased, well-sequenced transition strategy**.

11.4 Priority Actions

Panelists outlined practical actions Kenya can adopt in the short, medium and long term.

a) Short-Term Actions

- Introduce targeted incentives for EVs and related components
- Rapidly expand charging hubs and battery-swapping systems
- Roll out public awareness and education campaigns
- Implement accelerated training programs for mechanics, technicians and operators

b) Medium- to Long-Term Actions

- Modernize and electrify public transport systems, including BRT and feeder services
- Establish local EV manufacturing and component production capacity
- Integrate renewable energy into mobility and charging infrastructure
- Expand national charging networks and deploy real-time monitoring systems

11.6 Session Takeaway

Kenya's shift toward green and low-carbon mobility will depend on a coordinated blend of strong policy frameworks, appropriate technology choices, scalable financing, skilled human capital and robust local industry participation.

Panelists agreed that prioritizing public transport, supporting local manufacturing, enabling inclusive economic participation and adopting realistic, context-specific pathways will be essential for building **a climate-resilient, low-emission and economically viable mobility future for the country.**



Image 57: Panelist responding to a question from an audience member

12.0 Session 10: Behavioural Change and Communication Interventions

Presenter

- **Dr. Gladys Nyachio** – Researcher & Senior Lecturer, Multimedia University of Kenya
- **Dr. Barbra Njonki** – Researcher & Senior Lecturer, Multimedia University of Kenya



***Image 58:** Dr. Barbra Njoki presenting during the Behavioural Change and Communication Interventions Session*

12.1 Key Insights

This session explored how behavioral psychology, communication strategies and research evidence can strengthen Kenya's public transport system, particularly in addressing road safety challenges. Panelists emphasized that unsafe behavior, not infrastructure, is responsible for nearly **90% of road crashes**, with the **boda boda sector accounting for 58%** of reported accidents.

The research presented aimed to understand how communication, media influence and behavioral drivers shape safety outcomes and how evidence-based approaches can inform policy, regulation and public messaging.

12.2 Road Safety and Behavioral Change

Road safety was framed as a major public health concern, rooted in behavioral patterns within high-risk groups, especially boda boda riders.

The study presented in the session sought to:

- Influence the design of media campaigns on boda boda safety
- Promote participatory communication approaches
- Enhance clarity of visual communication through improved signage and road markings
- Assess the effectiveness of IEC (Information, Education & Communication) materials
- Understand how behavior change strategies contribute to safer conduct on the road

The research drew on multidisciplinary theoretical frameworks:

- **Social Cognitive Theory**
- **Safety Culture Theory**
- **Uses & Gratification Theory**

A mixed-methods approach was applied across **Nairobi, Mombasa, Nakuru and Kisumu**, targeting:

- Motorcycle riders
- Boda boda operators
- Commercial drivers

This ensured representation from diverse mobility environments across Kenya.

12.3 Key Findings

The study identified several behavioral and communication patterns shaping safety outcomes:

- Social and electronic media, especially TikTok, strongly influence youth and boda boda riders
 - Dialogue-based, participatory communication outperforms top-down messaging
 - Clear, intuitive signage and visual cues significantly improve awareness and compliance
- These findings underline the need for safety messaging that resonates with riders lived experiences and communication habits.

12.4 Recommendations

To address the behavioral drivers of unsafe mobility, panelists proposed:

- Sustained public awareness and safety campaigns tailored to boda boda riders
- Institutionalizing participatory decision-making and continuous rider engagement
- Regular road safety audits and improved signage and visual communication
- Strengthening capacity-building, training and sensitization programmes
- Improving policy frameworks, infrastructure quality and transport data systems

12.5 Challenges Identified

The session highlighted structural governance challenges that undermine effective safety responses:

- Decision-making is often siloed, opaque and assumption-driven
- Limited access to localized, high-quality research weakens planning, enforcement and monitoring

These gaps hinder development of targeted, context-specific interventions.

12.6 Proposed Solutions

Panelists outlined several approaches to strengthen evidence-based governance:

- Promote co-produced research involving counties, transport agencies, civil society and communities
- Strengthen institutional mandates and accountability for evidence-led decision-making
- Support youth-led innovation and university-government partnerships
- Develop locally grounded research frameworks aligned with Kenya's mobility realities
- Use robust data systems for continuous monitoring, evaluation and improvement

NTSA confirmed ongoing implementation of several of these recommendations, including:

- Sustained sensitization campaigns
- Regular safety audits
- Expanded use of data-driven road safety strategies

12.7 Session Takeaway

Behavioral change and communication interventions are **essential** in reducing road crashes and improving safety in the boda boda sector. Evidence-driven, participatory approaches deliver better outcomes than traditional top-down strategies.

Collaboration across academia, government agencies, youth groups and communities is necessary to build a transport system that is:

- Safer
- More inclusive
- More efficient
- Responsive to the lived realities of its users



Image 59-60: Audience members during Session 9 – Behavioural Change and Communication Interventions

13.0 Session 11: Youth and Public Transport

Panelists

- **Mr. Denzel Juma** - Artist
- **Ms. Abby Wakarima** - The Urban Better Nairobi Run Leader
- **Mr. Enock Kitheka** - Cyclist
- **Mr. Lumona Mulengwa** - Founder, Go Kijany
- **Ms. Maryam Wangeshi** - Architect & Youth Leader, C40 Cities Youth Hub



Image 61: Panelists for Session 10 – Youth in Public Transport

13.1 Key Insights

This session underscored the pivotal role of youth and middle-aged adults as the largest group of public transport users in Kenya. Panelists emphasized that mobility systems must better reflect the needs, aspirations and lived realities of young people, particularly women, girls and persons with disabilities (PWDs), who continue to face compounded mobility barriers.

Youth were positioned not only as users but as drivers of innovation and climate-smart mobility, contributing through environmental stewardship (tree planting, clean-up campaigns, air quality monitoring), digital skills, creative advocacy and community-led initiatives.

The discussion highlighted the growing momentum for a youth-led climate action platform that would unlock financing, support innovation and encourage organizations to prioritize sustainability in transport planning.

13.2 Key Challenges Identified

Panelists highlighted several recurring mobility challenges faced by youth:

- Persistent accessibility barriers for cyclists and PWDs
- Communication gaps and discriminatory service denial
- Weak enforcement of existing safety and inclusion policies
- Ageing and poorly serviced fleets limiting reliability
- Institutional resistance to modernization and innovation
- Limited funding for youth-led transport and climate initiatives
- High cost of electric mobility and absence of PWD-inclusive EV designs

These issues reinforce inequities in daily mobility and restrict youth-led progress within the sector.

13.3 Proposed Solutions and Actions

Panelists proposed a set of actionable strategies to strengthen youth engagement and improve transport system performance:

- Enhance customer-centered services to improve comfort, reliability and responsiveness
- Strengthen advocacy and enforcement to remove systemic barriers faced by PWDs
- Conduct regular monitoring, audits and evaluations of mobility initiatives to ensure accountability
- Promote urban sustainability projects, supported by incentives and youth leadership
- Modernize public transport through improved branding, standardized operations and digital systems
- Implement awareness and behavior-change campaigns, especially through SACCO partnerships
- Expand youth and student participation to integrate research, innovation and practical mobility solutions
- Adapt global best practices to Kenya's unique mobility context

13.4 Key Session Takeaways

- Sustainable and inclusive mobility requires strong enforcement, community engagement and systems thinking.
- Addressing the needs of PWDs and other vulnerable groups is non-negotiable for building an equitable transport ecosystem.
- Youth participation, combined with digital innovation and climate-focused initiatives, is central to creating a modern, efficient and low-carbon mobility future.





Images 62–65: Youth Session photo compilation

14.0 Session 12: People, Planet and Health- Climate Ready Cities

Panelists

1. **Ms. Millicent Ojwang** – Kusudi Cause Communication Trust, Mobility, Health, Air Quality & Climate
2. **Prof. Maina Muniafu** – Senior Consultant, Air Quality Systems (AQS)
3. **Joachim Tamaro** – Project Design & Management Consultant, Cenex Consult
4. **Kentice Tikolo** – Executive Director, Kusudi Cause Communication Trust
5. **Jacob Olonde** – Chief Executive Officer (CEO), Environmental Capacities and Sustainability Institute (ECAS).
6. **Gerphas Opondo** – Executive Director, Environmental Compliance Institute (ECI)



Image 66: Panelists for Session 11 – People, Planet and Healthy, Climate-Ready Cities

14.1 Key Insights

This session explored strategies for building cleaner, healthier and climate-resilient cities through strengthened mobility systems. Discussions highlighted the profound links between transport emissions, air quality, public health and community resilience.

Speakers emphasized that reducing emissions from transport is one of the most impactful ways to improve urban air quality and protect public health, noting that Kenya's Constitution guarantees the right to clean air, placing direct responsibility on institutions to enforce standards and regulate polluting activities.

The session highlighted that sustainable, climate-ready cities require integrated planning approaches combining cleaner mobility technologies, air quality management, public engagement and evidence-based governance.

14.2 Key Strategies

Panelists outlined a suite of strategies required to transition toward cleaner and climate-resilient urban systems:

a) Integrated Low-Emission Mobility

- Promote uptake of electric vehicles and cleaner fuels
- Introduce phased Low-Emission Zones supported by managed-access policies
- Expand modern electric rail systems integrated with buses, NMT and last-mile services

b) Stronger Air Quality Management

- Develop robust Air Quality Action Plans with monitoring, mitigation and clear targets
- Strengthen data systems to enable real-time community and institutional decision-making

c) Public Participation & Behavior Change

- Engage citizens in planning, advocacy and behavior change campaigns
- Promote responsible driving and proper vehicle maintenance

d) Legal and Constitutional Enforcement

- Uphold constitutional rights by enforcing emission standards and penalizing violations
- Regulate practices such as catalytic converter tampering

e) Research & Evidence-Based Policy

- Strengthen interdisciplinary research and localized data to inform policy and interventions

14.3 Key Issues Identified

Panelists highlighted several challenges undermining progress toward clean, resilient cities:

- **Multiple emission sources:** transport, industry, household energy and agriculture
- **Public awareness gaps:** many citizens rely on visible smoke or haze, overlooking invisible pollutants like PM_{2.5}
- **Severe health impacts:** respiratory disease, asthma, cardiovascular complications and adverse pregnancy outcomes
- **Weak enforcement:** limited compliance and widespread tampering with emission-control systems
- **Electricity concerns:** electrification must align with clean energy to avoid shifting emissions to the power sector

14.4 Recommendations

To advance healthier, climate-ready cities, panelists recommended:

- Strengthening **multi-sectoral, data-driven** approaches across transport, energy, health and environment sectors
- Expanding public education on air quality, health impacts and sustainable mobility
- Prioritizing investments in **green mobility technologies** and clean energy infrastructure
- Improving urban design to support safe walking, cycling and NMT infrastructure
- Enforcing regulations against emission-control tampering
- Enhancing citizen participation and community-led awareness initiatives

14.5 Session Takeaway

The session affirmed that achieving cleaner, healthier and climate-resilient cities requires **integrated mobility planning, strong legal enforcement, sustained public participation and evidence-based decision-making**. Delivering these reforms will significantly improve air quality, strengthen public health and advance Kenya's long-term vision for sustainable, people-centered urban development.



Images 67–70: Photo compilation from Session 11 – People, Planet and Healthy, Climate-Ready Cities

15.0 Session 13: Public Transport Planning and Infrastructure Delivery

Panelists

1. **Eng. Kelvin Ndingili** - Ag. Deputy Director, Infrastructure Development, NaMATA
2. **Eng. Doreen Kirima** - Senior Engineer, Kenya Urban Roads Authority (KURA)
3. **Eng. Muguru Wairimu** - Chair, AAK Engineers Chapter
4. **Caroline Akoth** - Urban Planner, Senior Consultant -CPCS



Image 71: Panelists for Session 12 – Public Transport Planning and Infrastructure Delivery

15.1 Key Insights

This session provided a high-level overview of Kenya’s public transport landscape while outlining the reforms needed to strengthen planning, design and delivery of transport infrastructure. Panelists emphasized that transforming public transport requires integrated planning, predictable financing, professionalized operations and infrastructure that prioritizes people, especially vulnerable users such as PWDs, women, children and caregivers.

Speakers framed public transport performance around four interconnected pillars:

1. **People** - passengers, workers, women, youth, older persons and PWDs
2. **Infrastructure** - roads, terminals, sidewalks, cycle lanes, crossings, charging points
3. **Vehicles** - fleet quality, maintenance systems, design standards, emissions
4. **Operators** - SACCOs, bus companies, unions, informal operators

Panelists reiterated that Kenya cannot achieve efficient, safe and inclusive mobility without addressing historic fragmentation, underinvestment in NMT, misaligned national-county planning and systemic governance weaknesses.

15.2 Current Context

Key contextual insights included:

- **Modal share:** ~65% of daily trips are made on foot; approx. 49% rely on public transport; 7–10% specifically rely on matatus.
- **Historic gaps:** Increased private car use, fragmented planning and limited integration between spatial and transport systems.
- **Planning challenges:** Encroached Road reserves, weak institutional coordination and inadequate provision for NMT in design and implementation.
- **Mass transit constraints:** Affordability, land acquisition issues and inconsistent translation of national policies into county-level delivery.

15.3 Transport Planning Challenges

Panelists highlighted long-standing structural obstacles:

- Fragmented governance across national and county institutions.
- Short-term political cycles undermining continuity and implementation.
- Weak city-level master planning and limited enforcement of planning standards.
- Persistent encroachment on road reserves and inadequate protection of NMT spaces.
- Limited prioritization of inclusive design and universal access in infrastructure delivery.

15.4 Proposed Solutions

To build a coherent, efficient and inclusive mobility ecosystem, speakers recommended:

a) Planning & Design

- Develop integrated city-based master plans combining land use, transport and urban development.
- Conduct scenario planning and feasibility assessments prior to major investments.
- Establish bus-priority lanes, dedicated bus corridors and standardized terminals.
- Protect road reserves and upgrade sidewalks, crossings and cycle infrastructure.
- Pilot BRT corridors and strengthen commuter rail as a high-capacity backbone.

b) Operations & Governance

- Formalize operators to improve compliance, professionalism and access to financing.
- Strengthen institutional cooperation across NTSA, NaMATA, KURA, KeNHA, KeRRA and counties.
- Harmonize corridor planning, operations and enforcement responsibilities.
- Create predictable, ring-fenced financing streams for long-term delivery.

c) Equity & Inclusion

- Apply **universal design** standards in terminals, stations and vehicles.
- Expand safe, continuous and accessible NMT networks.
- Involve women, PWDs, older persons and informal workers in planning and decision-making.

- Conduct annual accessibility audits and publish findings to guide improvements.

15.5 Key Recommendations

Stakeholders outlined several priority actions:

- Legally secure road reserves and set enforceable timelines for master plans.
- Establish county-level transport planning units with mandates for NMT and public transport.
- Pilot integrated BRT and rail corridors supported by structured feeder systems.
- Formalize SACCOs to improve service quality, compliance and bankability.
- Implement “quick win” interventions to demonstrate impact and build public confidence.
- Strengthen MoUs among agencies for joint corridor planning and enforcement.
- Invest in capacity building for planners, engineers and designers, especially on inclusive and people-centered mobility.

15.6 Session Takeaways

The session concluded that people-centered and evidence-based planning is essential for delivering safe, inclusive and sustainable public transport in Kenya. Scalable interventions, combined with strong governance, predictable financing and integrated planning can significantly improve mobility outcomes and build momentum for long-term transformation.



Image 72: Audience view during Session 12 – Public Transport Planning and Infrastructure Delivery

16.0 Session 14: Strengthening Public Transport Workforce

Panelists

1. **Mr. Stephen Kisingu** - International Transport Workers Federation (ITF)
2. **Mr. Kushian Muchiri** – CEO, FPT and Chairman, AMTO
3. **Mr. Maurice Oduor** - General Secretary, Matatu Workers Union

4. **Eng. Winnie Chore** - Senior Officer, Network Management NaMATA
5. **Ms. Monica Thuku** - CEO, Power Governors Limited (PGL)
6. **Mr. Elijah Nyaga** - Chairman of Long-Distance Drivers and Conductors Association (LoDDCA)
7. **Mr. Dennis Okoth** - Station Master, Easy Coach
8. **Ms. Joyce Chepkosgey** - Secretary, Kenya Heavy Commercial Vehicle Operators Society.



Image 73: Panelists for Session 13 – Strengthening the Public Transport Workforce

16.1 Key Insights

This session focused on building a professional, accountable and well-governed public transport workforce capable of supporting a modern and dignified mobility system. Panelists underscored that Kenya cannot achieve a modern, dignified or reliable public transport system without first addressing workforce governance and professionalism. They emphasized that drivers, conductors, SACCO administrators and frontline staff form the backbone of the entire mobility ecosystem, yet they operate in a system marked by weak governance, inconsistent enforcement and limited institutional support. The session called for a **holistic workforce reform agenda** built on professionalism, safety culture, accountability and improved working conditions.

16.2 Professionalization of the Workforce

Panelists highlighted the urgent need to shift public transport work from a largely informal occupation to a recognized, respected and regulated profession. They noted that many of the indiscipline cases seen in the sector stem directly from **poor or non-existent employment contracts**, job insecurity and unsafe working conditions. Drivers and conductors often operate under intense pressure to complete multiple trips, even when fatigued, because earnings and employment depend on daily performance.

This environment encourages unsafe practices, burnout and conflict and undermines both passenger

safety and worker dignity. Key proposals included:

- Establishing structured and continuous training programmes for drivers, conductors and SACCO administrators.
- Standardizing driver accreditation through a formal Institute of Drivers or similar body.
- Introducing codes of ethics, conduct expectations and customer service standards.
- Regulating working hours, strengthening welfare protections and reducing pressure on workers to overwork or drive while tired.
- Formalizing employment relationships through contracts, predictable terms of engagement and social protections to reduce exploitation.
- Building SACCO-level capacity in governance, record-keeping, financial management and compliance.

Panelists stressed that these reforms would not only improve safety and operational performance, but also **increase public trust, improve workforce morale and elevate the dignity of transport work.**

16.3 Enforcement, Oversight and Compliance

A recurring theme was the need to strengthen regulatory oversight and ensure that enforcement is predictable, fair and consistent.

Panelists pointed to several priorities:

- Enhancing NTSA's capacity to monitor, regulate and enforce standards across the sector.
- Improving coordination between NTSA, Traffic Police, SACCOs and operators to reduce duplication and gaps in enforcement.
- Strengthening inspection systems for vehicles, crew and operations.
- Addressing corruption within enforcement structures and reducing discretionary practices that encourage non-compliance.

The session emphasized that **professionalization cannot succeed without a strong, coherent enforcement ecosystem.**

16.4 Digitization to Improve Accountability

Panelists stressed that the future of workforce accountability lies in digitized PSV operations. They noted that digital systems can:

- Improve transparency in revenue collection.
- Reduce leakage and corruption associated with cash-based transactions.
- Provide verifiable records of trips, crews, compliance and performance.
- Support data-driven planning and SACCO accountability.

Digitization was described as a **critical enabler of discipline, efficiency and credibility** within the sector.

16.6 Evidence-Based Governance and Decision- Making

Panelists highlighted ongoing challenges in planning and oversight, including:

- Fragmented decision-making.
- Limited access to quality, reliable data.
- Heavy reliance on assumptions rather than empirical evidence.

They called for:

- Stronger planning and oversight frameworks with clear institutional mandates.
- Collaboration between research institutions, government agencies and sector actors to generate local evidence.
- Development of Kenya-specific research tools and data systems to inform workforce training, safety interventions and regulatory policies.
- Enhanced data systems within NTSA to support monitoring, compliance and policy implementation.

Panelists emphasized that reforms grounded in evidence are more likely to yield sustainable, context-appropriate solutions.

16.7 Session Takeaway

- Professionalization Is Foundational:** A skilled, formally trained and accredited workforce is essential for safety, service quality and sector dignity.
- Governance and Enforcement Must Be Strengthened:** Clear rules, coordinated institutions and predictable enforcement are necessary for discipline and consistency.
- Digitization Will Drive Accountability:** Digital systems will reduce leakages, curb corruption and support transparent workforce monitoring.
- Worker Dignity Matters:** Better working conditions, structured hours, welfare measures and fair treatment are critical for sustainable reform.
- Evidence Must Guide Reform:** Local research and reliable data are central to improving training, enforcement and workforce management.



Images 74–76: Workforce session discussion highlights

17.0 Session 15: Mainstreaming Age, Gender and Care Responsive Public Transport

Panelists

- Eng. Abigail Mungai- Senior Network Management Officer, NaMATA
- Ms. Cyprine Odada - Executive director/Founder, Women Shaping Cities
- Ms. Abby Wakarima - The Urban Better Nairobi Run Leader
- Mr. Maurice Oduori - Matatu Workers Union
- Eng. Muguru Wairimu - Chair, AAK Engineers Chapter
- Ms. Joyce Chepkosgey - Secretary, Kenya Heavy Commercial Vehicle Operators Society



Image 77: Panelists for Session 14 – Mainstreaming Age, Gender and Care-Responsive Public Transport

17.1 Key Insights

This session examined how Kenya’s transport system can better serve women, caregivers, children, older adults and persons with disabilities (PWDs). Panelists emphasized that mobility inequity is not accidental, it is designed into the system through planning omissions, infrastructural gaps and policy blind spots.

They noted that while Kenya has progressive policies on gender, inclusion and universal access, most remain **conceptual rather than operational**, lacking the institutional capacity, mandated budgets and monitoring structures required for real implementation. As a result, the daily mobility environment remains deeply unequal.

Panelists described the transport system as one where the majority of users, particularly those responsible for care, navigate an infrastructure that does not see or support them. Daily mobility challenges include:

- Sidewalks that are discontinuous, unsafe or impassable during rain
- Lack of NMT infrastructure, forcing pedestrians and cyclists into mixed traffic

- Poor drainage leading to flooding and waterlogging
- Limited public lighting, creating unsafe environments for early-morning and late-evening travel
- Absence of public toilets and caregiving amenities
- Waiting areas that are unsafe, exposed or poorly designed
- Encroachment of pedestrian spaces by vehicles, vendors or informal activity

Panelists emphasized that these gaps are not merely inconveniences, they materially undermine dignity, safety, time-use and the ability of caregivers to participate in economic and social life.

17.2 Gendered Mobility Challenges

Panelists drew attention to the layered vulnerability experienced by women:

- Physical strain from walking long distances or carrying loads with children
- Exposure to harassment, both verbal and physical
- Fear and insecurity while traveling, especially before dawn or after dusk
- Unpredictable working hours that clash with caregiving responsibilities
- Lack of formal contracts, leaving women transport workers vulnerable to sudden dismissal
- Limited access to sanitation facilities
- Weak incident-reporting systems, with little recourse after harassment or assault

One panelist emphasized that women often “plan their entire day around avoiding unsafe spaces, unsafe times, and unsafe routes,” highlighting the emotional and mental burden built into mobility decisions.

17.3 Proposed Solutions and Pathways for Transformation

Panelists stressed that transforming gender and care mobility is not about isolated interventions but a **system-wide shift** that integrates care, safety, accessibility and dignity into transport planning, design and operations.

a) Systemic and Integrated Planning: Panelists called for a planning paradigm that treats mobility as part of a broader social ecosystem, with infrastructure that is coherent and supportive, especially for caregivers who move with dependents.

b) Gender-Responsive Infrastructure Design: Panelists recommended making gender and accessibility audits mandatory before any transport project is approved or commissioned. Priority design elements include:

- Continuous, level sidewalks wide enough for strollers and wheelchairs
- Safe, raised, child-friendly and PWD-friendly crossings
- Adequate lighting designed around pedestrian sightlines, not vehicle movement
- Shaded, well-lit waiting areas with seating
- Breastfeeding and caregiving spaces integrated into terminals
- Accessible, gender-segregated public toilets at strategic mobility nodes

c) Labor Protections and Workforce Empowerment: Panelists stressed that women working in the transport sector face extreme precarity. Key reform proposals included:

- Formal employment contracts to reduce arbitrary dismissal
- Insurance coverage and social protection schemes
- Maternity and paternity leave for transport workers
- Regulated working hours to prevent fatigue
- Occupational safety standards tailored for women workers
- Dedicated reporting channels for harassment and violence

d) Strengthening Governance and Accountability: Panelists called for governance reform that prioritizes:

- Data-driven decision-making
- Stronger anti-corruption mechanisms
- Enhanced technical capacity within planning and regulatory bodies
- Clear public feedback and grievance mechanisms
- Community participation in evaluating infrastructure and service standards

e) Formalizing the Matatu Sector: Panelists agreed that formalization must be gradual, structured and inclusive. A phased approach should include:

- Strengthened unions and women-led associations
- Better access to training, financing and insurance
- Digitized cashless systems for transparency and worker protection
- Enforcement of occupational safety and customer service standards

f) Technology and Climate Integration: Panelists encouraged incorporating digital and climate-smart tools into everyday mobility management, including:

- Real-time reporting and safety monitoring
- Route optimization algorithms
- Low-emission and clean-energy public transport
- NMT-friendly designs that reduce heat, flooding and environmental stress

g) Public Awareness and Advocacy: Sustained awareness campaigns should promote:

- Respectful commuter behavior
- Gender-sensitive service delivery
- Enforcement of safety and accessibility laws
- Citizen engagement in mobility planning

Panelists emphasized that culture change is as important as infrastructure change.

17.4 Mobility Challenges for Long-Distance Women Commuters

Panelists highlighted that women traveling long distances, often due to housing affordability, face heightened risks:

- Traveling in darkness early morning or late evening
- Long hours of fatigue that compromise safety
- Lack of safe rest areas or toilets along routes
- Exposure to harassment at terminals and interchanges
- No insurance coverage or incident reporting mechanisms

Proposed interventions:

- Safe, well-lit rest stops with accessible toilets
- Enforcement of passenger-protection standards
- Predictable service schedules aligned with caregiving demands
- Amenities tailored to maternal and care needs

17.5 Policy and Legal Framework Priorities

Panelists outlined several urgent reforms:

- Update the 2014 Transport Act to embed NMT, accessibility and gender-responsive standards
- Allocate dedicated budgets for inclusive mobility within county plans
- Harmonize institutional mandates across NTSA, NaMATA, counties and sector agencies
- Adopt co-production models where communities, civil society and women's groups jointly design solutions

Policy must translate into operational mandates, not remain aspirational.

17.6 Session Takeaways

Panelists emphasized that Kenya's mobility transformation must be grounded in care, inclusion and equity, not efficiency alone.

Key messages included:

- Inclusive mobility requires **people-centered, gender-responsive planning and design**.
- Disaggregated data is essential for evidence-based decisions.
- Communication between authorities and citizens must become continuous and transparent.
- Policy frameworks must be clear, enforceable and anchored in lived user experiences.
- Anti-corruption and professional conduct protocols must be strengthened.
- Climate-smart investment is essential for protecting vulnerable users.

The session concluded that Kenya cannot achieve a modern transport system without addressing the realities of women, caregivers, children and PWDs, the very people who hold cities together through daily, unpaid mobility and care work.





Images 78–81: Photo compilation from Session 14 – Mainstreaming Age, Gender and Care-Responsive Public Transport

18.0 Award Ceremony

The Kenya National Public Transport Summit 2025 formally concluded with a closing ceremony convened by the National Association of Public Transport Alliance (NAPTA) to recognize and appreciate the partners and stakeholders whose contributions were instrumental to the success of the summit.

During the ceremony, NAPTA formally acknowledged the invaluable support and collaboration of Nairobi City County, Clean Air Fund, Friedrich Ebert Stiftung (FES), Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Environmental Compliance Institute (ECI), Women Shaping Cities, ISUZU, the National Council of Churches of Kenya (NCCK), UN-Habitat, Definite Assurance, ENA Coach, SUMO Africa, Avenue Healthcare, PGL, the International Transport Workers' Federation (ITF) and Easy Coach.

The ceremony provided an opportunity to recognize the collective efforts of government institutions, development partners, private sector actors, civil society organizations and transport operators who actively participated in the planning and execution of the summit. Their collaboration and technical contributions significantly enriched the discussions and outcomes of the event.

In its closing remarks, NAPTA reaffirmed its commitment to strengthening partnerships and sustaining stakeholder engagement in advancing policy dialogue, innovation and coordinated action within Kenya's public transport sector. The summit outcomes were highlighted as a foundation for continued collaboration toward the development of a safe, efficient, inclusive and sustainable public transport system.

The closing ceremony marked the successful conclusion of the Kenya National Public Transport Summit 2025 and underscored the critical role of multi-stakeholder collaboration in transforming public transport in Kenya.



Images 82–89: Award Ceremony Photo compilation

19.0 Day 2 Summit Summary

Day Two of the Kenya National Public Transport Summit 2025 expanded the conversation from governance and institutional reform (Day One) to the lived realities, operational challenges, and transformative opportunities shaping Kenya's mobility future. Through discussions spanning behavioral change, gender and care-responsive design, youth leadership, workforce professionalization, air quality, spatial planning, digital transformation and clean mobility, a number of cross-cutting themes emerged.

Overall, the day highlighted the need for **people-centered, data-informed and equity-driven mobility systems** supported by strong institutions, skilled workforces, inclusive planning processes, and sustainable investment models.

a) Integrated, People-Centered and Gender-Responsive Mobility Systems

Across sessions, speakers reaffirmed that Kenya's public transport ecosystem must work for everyone, including women, caregivers, children, older adults, persons with disabilities and low-income residents.

The day underscored that infrastructure design, governance processes and service delivery often overlook these groups, resulting in unsafe, inaccessible and undignified experiences.

Key insights included:

- Gender-, age- and care-responsive design must be mainstreamed across planning and delivery.
- Accessibility audits and universal design principles should inform all infrastructure upgrades.
- Harassment reporting, accountability systems and safety lighting must be strengthened.
- Representation of women, PWDs and youth remains limited across decision-making spaces.

b) Professionalization and Labor Dignity in Public Transport

Speakers highlighted that public transport cannot modernize without modernizing its workforce. Poor working conditions, lack of formal contracts, and job insecurity were repeatedly cited as root causes of unsafe behavior, indiscipline and weak service quality.

The discussions emphasized:

- Formalizing driver and conductor roles through structured training and accreditation.
- Establishing an Institute of Drivers to standardize competencies.
- Introducing clear labor protections—contracts, regulated hours, welfare programs.
- Strengthening SACCO governance and financial transparency.
- Creating pathways for women to participate and lead within the transport workforce. The session reinforced that dignified working conditions translate directly into better safety and service outcomes.

c) Digitalization and Data Systems as Enablers of Modern Mobility

Digital transformation was consistently referenced as fundamental to the next phase of Kenya's mobility evolution. Speakers noted that digitization is not merely a technological shift but a governance tool that enhances safety, transparency, accountability and revenue integrity. Emerging

messages included:

- A national data governance framework is essential for interoperability and data protection.
- Digital compliance tools (cashless fares, insurance verification, telematics) strengthen trust and bankability.
- Integration across NTSA, counties, insurers, SACCOs and operators is necessary to eliminate data silos.
- Digital inclusion must be considered for users without digital access.

d) Elevating Active Mobility Through the PAAPAM Framework Walking and cycling were positioned as the backbone of mobility in African cities. The PAAPAM framework was highlighted as a continent-wide opportunity to reposition active mobility as a core mobility priority, not an afterthought.

Day Two discussions emphasized:

- Dedicated funding for walking and cycling infrastructure.
- Safe crossings, continuous sidewalks, and disability- and child-friendly design.
- Integrating active mobility into engineering, design and planning curricula.
- Strengthening advocacy and political ownership of active mobility.

Active mobility emerged as both a mobility solution and an equity strategy.

e) Spatial Planning as a Determinant of Transport Outcomes

Speakers reaffirmed that **transport problems are spatial problems**. Nairobi's congestion disconnected public transport routes, and car-dominant environment reflect years of fragmented planning and weak land-use coordination.

Key insights:

- Mobility must be embedded within land-use planning and urban development.
- University curricula should integrate mobility planning, NMT and accessibility.
- Institutional coordination between national and county agencies remains weak.
- Long-term, politically insulated planning frameworks are required for continuity.

f) Low-Carbon, Climate-Resilient Mobility Pathways

Discussions on green and low-carbon mobility pointed to the need for a **phased, realistic transition** that accounts for paratransit dominance, grid capacity and high vehicle costs.

Key reflections included:

- National standards for EV charging and battery swapping are essential.
- Incentives and financing models must be tailored to the Kenyan context.
- Local manufacturing and maintenance ecosystems should be strengthened.
- Electrification efforts must align with renewable energy expansion.
- Decarbonization should prioritize public transport, NMT and shared systems—not private car uptake.

g) Systems-Based Approach to Road Safety

Speakers returned to the core message that road safety requires coordination across infrastructure, governance, human factors, emergency response and industry standards.

Key takeaways:

- Mandatory, continuous safety training for drivers and riders.
- Improved signage, crossings and protected cycling lanes.

- Stronger trauma care systems and emergency response coordination.
- Integrated crash and safety databases across institutions.
- Helmet quality enforcement and behavioral change campaigns targeting risky behaviors.

h) Behavioral Change, Communication and Community Participation

Sessions on behavioral change highlighted the limitations of top-down messaging. Evidence showed that participatory communication, co-created with riders, operators and communities, achieves stronger compliance and safety outcomes.

Key insights:

- Targeted campaigns for boda boda riders, youth and operators are essential.
- Behavioral insights should inform signage, IEC materials and media strategies.
- Collaborative research between academia, NTSA and counties can generate localized evidence.
- Community-centered communication supports safer and more inclusive mobility systems.

i) Youth Leadership, Innovation and Future Mobility

Youth were recognized as central actors shaping Kenya's mobility future through innovation, climate action, digital skills and community engagement. The discussions emphasized:

- Supporting youth-led solutions in EV ecosystems, air quality monitoring and active mobility.
- Creating mentorship, innovation platforms and funding pathways.
- Strengthening partnerships between youth groups, universities and transport institutions.
- Integrating youth perspectives into policy, planning and implementation.

j) People, Planet and Public Health

Public health emerged as a unifying theme across discussions on air quality, clean mobility and sustainable cities.

Key messages included:

- Transport is a major contributor to particulate pollution and respiratory illness.
- Air quality management must be integrated into transport planning.
- Public awareness must shift beyond visible pollution to invisible health risks.
- Urban design should prioritize low-emission modes, NMT networks and reduced exposure.

Together, these insights chart a holistic, people-first pathway toward a safe, inclusive, climate-resilient and future-ready public transport system for Kenya.

19.1 Day 2 Photo Gallery





20.0 Summit Conclusions and Way Forward

The Kenya National Public Transport Summit 2025 reaffirmed a reality that is now impossible to ignore: the future of Kenya's cities, economy, public health and climate resilience is inseparable from the performance of its public transport system. Across two days of dialogue and technical engagement, a consistent message emerged, Kenya does not face a shortage of ideas, policies or pilot initiatives. What remains missing is coordinated implementation, predictable financing and accountable institutions capable of delivering at scale.

The Summit clarified that public transport reform is not solely a transport-sector issue. It is a governance challenge, a labor issue, a public health imperative, a climate response and a social justice concern. Fragmented mandates, weak enforcement, underinvestment in safety and non-motorized transport, and limited attention to workforce dignity continue to undermine system performance, despite strong policy intent. These are structural issues that require structural solutions.

Participants converged on a set of non-negotiable priorities. Governance reform must anchor all future action, with clearer institutional roles, stronger national-county coordination and rule-based enforcement. Long-term and predictable financing must replace ad hoc budgeting, particularly for mass transit systems, road safety infrastructure, digital systems and fleet modernization. Digitization must be treated as foundational infrastructure, enabling transparency, compliance, bankability and accountability across the sector. Road safety must be addressed through systems-based approaches that integrate infrastructure, operations, behavior, vehicle standards and emergency response.

Equally, the Summit reaffirmed that people must be at the center of Kenya's mobility transition. A dignified public transport system must work for women, caregivers, children, older adults, persons with disabilities, workers and low-income communities. Professionalizing the public transport workforce, improving working conditions and embedding gender-, age- and care-responsive design into planning and delivery are not optional add-ons, they are essential to safety, reliability and public trust.

The way forward is clear. Kenya must move decisively from dialogue to delivery. This requires sustained political will, cross-sector collaboration and a shared commitment to implementation over experimentation. The outcomes of the Kenya National Public Transport Summit 2025 provide a consolidated agenda for action. The responsibility now lies with institutions, operators, partners and communities to translate this agenda into measurable change on the ground.

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