



RESTRUCTURING PAPER
ON A
PROPOSED PROJECT RESTRUCTURING
OF
KENYA TRANSPORT SECTOR SUPPORT PROJECT
APPROVED ON APRIL 21, 2011
TO
THE REPUBLIC OF KENYA

TRANSPORT GLOBAL PRACTICE

AFRICA REGION

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ABBREVIATIONS AND ACRONYMS

AF	Additional Financing
DOSH	Directorate of Occupational Safety and Health Services
EASA	East Africa School of Aviation
EBK	Engineers Board of Kenya
FY	Fiscal Year
GoK	Government of Kenya
GRS	Grievance Redress Service
ICAO	International Civil Aviation Organization
IDA	International Development Agency
IP	Implementation Progress
JKIA	Jomo Kenyatta International Airport
KAA	Kenya Airport Authority KAA
KCAA	Kenya Civil Aviation Authority
KeNHA	Kenya National Highway Authority
KES	Kenyan Shilling
KTSSP	Kenya Transport Sector Support Project
MTI	Marine Training Institute
NCA	National Construction Authority
NTSA	National Transport and Safety Authority
PAP	Project Affected Persons
PDO	Project Development Objective
SDR	Special Drawing Rights
US\$	United States Dollar



BASIC DATA

Product Information

Project ID P124109	Financing Instrument Investment Project Financing
Original EA Category Partial Assessment (B)	Current EA Category Partial Assessment (B)
Approval Date 21-Apr-2011	Current Closing Date 31-Dec-2018

Organizations

Borrower The National Treasury	Responsible Agency Kenya Civil Aviation Authority, Kenya National Highways Authority (KeNHA), Kenya Airport Authority, Ministry of Transport, Infrastructure, Housing and Urban Development
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Project Development Objective (PDO)

Original PDO

The Project Development Objectives are to: (a) increase the efficiency of road transport along the Northern Corridor and the Tanzania-Kenya-Sudan road corridor; (b) enhance aviation safety and security to meet international standards; and (c) improve the institutional arrangements and capacity in the transport sector.

Current PDO

The revised PDOs are to: (a) increase the efficiency of road transport along the Northern Corridor and the Tanzania-Kenya-South Sudan road corridor; (b) enhance aviation safety and security to meet international standards; (c) improve the institutional arrangements and capacity in the transport sector; (d) restore the capacity of the international passenger terminal destroyed in a fire at JKIA; and (e) strengthen the capacity of KAA in disaster preparedness and responsiveness at Kenyan airports.

Summary Status of Financing

Ln/Cr/Tf	Approval	Signing	Effectiveness	Closing	Commitment	Net Disbursed	Undisbursed
IDA-54100	26-Mar-2014	31-Mar-2014	20-Jun-2014	31-Dec-2018	203.50	167.70	17.21



IDA-49260	21-Apr-2011	23-May-2011	22-Aug-2011	31-Dec-2018	300.00	261.63	11.12
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Policy Waiver(s)

Does this restructuring trigger the need for any policy waiver(s)?

No

I. PROJECT STATUS AND RATIONALE FOR RESTRUCTURING

Summary of the Proposed Restructuring

1. The proposed restructuring of the Kenya, Transport Sector Support Project (KTSSP, P124109) entails extending the closing date of the credit by twelve months from December 31, 2018 to December 31, 2019 to allow for the completion of some incomplete activities including implementation of associated resettlement action plans. The Government of Kenya (GoK) in a letter dated November 19, 2018 requested an 18-months extension of the closing dates of Credit No. 4926-KE and Credit No. 5410-KE to allow the completion of the outstanding activities, primarily civil works, associated resettlement action plans and other safeguards issues. This restructuring proposes a twelve-month extension considering the current completion rate of the outstanding activities. A first extension of the parent project by two years was part of the Additional Financing (AF) for KTSSP (which was provided in 2014 in the amount of US\$203.5 million equivalent to respond to an emergency after part of the premier airport of Kenya-Jomo Kenya International Airport (JKIA), Nairobi was partially destroyed by a fire). The proposed extension will be the second extension of the parent project, which if approved will lead to a cumulative extension of thirty six months. This is the first extension (twelve months) of the AF. With this extension, the project will be eight years and eight months old at the time of the proposed December 31, 2019 closing date.

2. The remaining activities were expected to be completed by the current closing date. However, delays and inadequate releases of funds slowed down implementation progress. A significant part of the counterpart funding under the project is for compensating project affected persons (PAPs) either for land acquisition or structures as well as relocation of services. About KES3.4 billion (about US\$34 million equivalent) in counterpart funding is outstanding for land compensation and relocation of services. Other counterpart funding for the remaining activities is estimated at KES7.2 billion or (US\$72 million equivalent), a significant portion of it arising from an IDA financing shortfall due to the appreciation of the US\$ against Special Drawing Rights (SDR) (refer paragraph 13 (b)).

3. **The GoK has committed to budget and release adequate funds on a timely basis in 2019 (for amounts financed by both IDA and counterpart funds).** ¹ To fully fund the outstanding activities, the GoK will provide part of the funding in the supplementary budget for FY18/19 (ending June 30, 2019) to be released by end of February 2019. The funds will go toward the contracts whose implementation is advanced, but where full access to the site is impeded due to non-payment of compensation to PAPs, such as Kisumu Boys-Mamboleo and Kakamega-Webuye. This will ensure execution and completion of these contracts as scheduled. The balance of the funds will be provided in the FY2019/20 budget and

¹ Budget allocations need to be made and released for both counterpart funds and amounts financed by IDA.



released beginning July 1, 2019, to fund contracts where land acquisition is not an immediate constraint, and which require a relatively longer implementation period.

A. Background

4. The KTSSP was approved on April 21, 2011 in an amount of SDR 190.80 million, (US\$300 million equivalent, Credit No. 4926-KE), and became effective on August 22, 2011. The AF was approved on March 26, 2014 in an amount of SDR 132.60 million, (US\$203.50 million equivalent, Credit No. 5410-KE), and became effective on June 20, 2014.

5. The AF was to: (a) respond to an emergency at the Jomo Kenyatta International Airport (JKIA) due to an accidental fire on August 7, 2013 that destroyed the entire international passenger arrival terminal facilities; (b) finance increased scope and costs of the original activities to scale-up the development effectiveness of the project; and (c) cover an unanticipated financing gap in the provision of co-financing. The original and AF consists of the following four components: (a) Support to Kenya National Highway Authority (KeNHA) to rehabilitate and improve roads, roadside facilities and road safety interventions and for institutional strengthening; (b) Support to the Ministry of Transport and Infrastructure; (c) Support to the Kenya Airport Authority (KAA); and (d) Support to the Kenya Civil Aviation Authority (KCAA).

B. Overall Progress

6. Overall implementation of the project and achievement of the project development objectives (PDOs) are currently on track with the PDO likely to be achieved by the proposed revised closing date. Progress towards achievement of the PDO and Implementation Progress (IP) are rated moderately satisfactory. As of December 27, 2018, the cumulative disbursements for the original IDA and AF are SDR 182.78 million (US\$261.63 million equivalent) and SDR 120.19 million (US\$167.70 million equivalent), or 96 percent and 91 percent, respectively.

7. Major results/outcomes have been recorded under the project so far and include:

(PDO outcome 1) Increase the efficiency of road transport along the Northern Corridor and the Tanzania-Kenya-South Sudan road corridor: About 200 km of roads (out of the targeted 231 km) have been either constructed or reconstructed thereby reducing travel time along the target road sections significantly. Travel time between Kisumu and Kitale, as well as Bachuma Gate and Maji ya Chumvi has been reduced by 2 and 1 hour/s or 40 and 50 percent (surpassing end project targets for the completed road sections). Travel time along Kisumu-Kakamega has been reduced by 55 percent. Five interchanges have been constructed at major junctions with a history of road fatalities, thus improving road safety. Also, social infrastructure and services (e.g. schools, markets and health facilities) have been provided to the project host communities and over 200 graduate engineers have been offered internship opportunities on the road contracts. The targets for the outstanding road sections are expected to be achieved upon their completion.

(PDO outcome 2) Enhance aviation safety and security to meet international standards: This objective has been achieved. Kenya and JKIA now meet aviation security and service level standards set by International Civil Aviation Organization (ICAO), Federal Transportation Administration, and Transportation Security Administration of the USA, allowing flights originating from JKIA to and from the USA. Kenya Airways commenced direct flights to New York, USA on October 28, 2018. JKIA was selected as the fifth best airport in Africa in 2017, and Most Improved Airport in Africa in 2016 (Airports Council International). The East Africa School of Aviation (EASA) has been accredited as one of the few centers of excellence in the world by ICAO. Purchase and installation of air navigation equipment have contributed to enhancing safety in Kenya's airspace.



(PDO outcome 3) Improve the institutional arrangements and capacity in the transport sector: This objective has been achieved. Significant achievements have been realized and with the Government successfully implementing all the agreed institutional and policy reforms and dated covenants. The reforms focused on improving the regulatory framework and performance of the transport sector. These reforms are showing positive results with governance and accountability in the transport sector improving. For example:

- (a) Reduction in road accidents on the Kenyan roads with the establishment of a national regulatory body and lead agency for road safety, National Transport and Safety Authority (NTSA).
- (b) Commencement of sanctioning of poor workmanship in the construction industry (cases taken to court where for instance buildings and bridges under construction collapse) with the establishment of a regulatory body for the construction industry, National Construction Authority (NCA) that has created a monitoring and sanction framework in Kenya.
- (c) Oversight and professional development of the engineering profession and practice has been strengthened with the establishment and enhancing the capacity of a new regulatory body, Engineers Board of Kenya (EBK).
- (d) Resolution of conflict of interest scenario in the aviation sub-sector where the regulator, KCAA was housed by the operator, KAA. A new office block for KCAA was financed under the project as part of financing reforms in the aviation sub-sector.

The reforms executed include:

- (a) a lead agency for road safety, NTSA established;
- (b) a regulatory framework for the construction industry, NCA established;
- (c) a regulatory framework for engineering profession and practice, EBK established;
- (d) a regulatory framework for railways developed;
- (e) KCAA restructured through internal separation of the regulatory responsibilities from service provision functions;
- (f) performance monitoring framework for the maritime sub-sector developed; and
- (g) a Marine Training Institute (MTI) established at Kisumu.

(PDO outcome 4) Restore the capacity of the international passenger terminal destroyed in a fire at JKIA. This objective has been achieved and the destroyed capacity restored. Interim and permanent international passenger arrivals facilities were constructed at JKIA leading to rapid and full restoration of operations at the airport.

(PDO outcome 5) Strengthen the capacity of KAA in disaster preparedness and responsiveness at Kenyan airports: Emergency response has been strengthened at major airports with the development of disaster response systems and purchase of firefighting equipment.

Table 1: Major Activities Completed

No.	Activity
COMPONENT A	
1	Reconstruction of Webuye-Kitale road section (60 km)
2	Three feasibility and design studies for critical road sections – Mombasa Northern Bypass; Lake Victoria ring road; and Nakuru-Nyeri-Marua
3	Reconstruction Bachuma Gate Maji ya Chumvi road section (53 km)
4	Construction of five interchanges at major junctions to improve on safety – Mau Summit-Kericho; Nakuru-Njoro turnoff; Nakuru-Nyahururu turnoff; Kitale turnoff at Webuye; and Webuye turnoff at Kitale
5	Reconstruction of Kisumu-Kakamega road (47 km which includes 12 km dual carriageway)



No.	Activity
COMPONENT A	
6	Community social infrastructure: construction of two primary schools (at Mwoki and Musenwa); Mwoki water supply; Lubao market; Misikhu market; Kiminini market; Matete Maternity Ward; and Kamkuywa bus park
COMPONENT B	
7	A lead agency for road safety, NTSA established
8	A regulatory framework for the construction industry, NCA established
9	A regulatory framework for engineering profession and practice, EBK established
10	KCAA restructured through internal separation of the regulatory responsibilities from service provision functions
11	A regulatory framework for railways developed
12	Performance monitoring framework for the maritime sub-sector developed
13	A Marine Training Institute (MTI) established at Kisumu
COMPONENT C	
14	An interim international passenger arrival facility (Terminal T1-E) at JKIA
15	Permanent arrival facility for Terminal 1-A and associated supply and installation contracts
15	Supply of fire-fighting engines for KAA
17	Installation of an integrated security system for T1-A at JKIA
18	Installation of an information technology system for JKIA
19	Supply and installation of a baggage handling system at T1-A and T1-E international arrivals
20	Installation of air navigation equipment
COMPONENT D	
21	Construction of headquarter office complex for KCAA including an access road
22	Establishment of a Marine Training School at Kisumu
23	Equipping the East Africa School of Aviation training workshops
24	Acquisition of air navigation equipment

8. **Two other activities are expected to be completed by December 31, 2018** (Table 2).

Table 2: Major Activities Expected to be Completed by December 31, 2018

No	Activity
1	Construction of access road to EASA
2	Feasibility and detailed engineering design studies for two road sections, namely (i) Malindi-Madogo; and (ii) Nakuru-Marich Pass

9. **There are some activities that will not be completed by December 31, 2018, although their implementation is advanced (Table 3).** Factors contributing to the delay include:

- (a) delays and inadequate releases of counterpart and IDA funding likewise which slowed down implementation progress. Some contractors have suspended works while others slowed down for failure of payment for work done.
- (b) the unprecedented heavy rains recorded during the period March-May 2018 halted execution of civil works during this period;
- (c) the long electioneering during the 2017 calendar year, which slowed down progress of works, and for sites such as Kisumu, it led to suspension of works; and
- (d) protracted and slow pace of land acquisition and relocation of utilities/services.

Table 3: Major Activities to be Completed by December 31, 2019

No	Activity (completion rate as at November 25, 2018 specified)
1	Construction of an office block (Barabara Plaza building) to accommodate KeNHA and other the road agencies, currently at 90 percent completion rate and expected to be completed by May 2019.
2	Kisumu Boys-Mamboleo (4.5 km), currently at 80 percent completion rate and expected to be completed by July 2019.



3	Kakamega-Webuye road section (40 km), currently at 70 percent completion rate expected to be completed by December 2019 (also involves construction of an interchange at Kaburengu currently at 40 percent completion).
4	Athi River-Machakos road section (22 km), currently at 47 percent completion rate and expected to be completed by December 2019.
5	Interchange at Kericho/Kisumu junction, currently at 50 percent completion rate expected to be completed by August 2019.
6	Interchange at Ahero/Kisii junction, currently at 30 percent completion rate expected to be completed by December 2019.
7	Training facilities (e.g. training swimming pool, fire-fighting training facility) at the new MTI, Kisumu, currently at 5 percent completion rate (not major works) expected to be completed by June 2019.

10. **About US\$28 million would remain unutilized though committed if the credit closes as planned on December 31, 2018** with the contract funding being transferred to GoK thereby increasing the Government’s financial burden.

11. **Safeguards.** Overall, implementation of social and environmental safeguards is rated moderately satisfactory.
- (a) Outstanding compensation payments: compensating PAPs either for land acquisition or structures as well as relocation of services. About KES3.4 billion (about US\$34 million) is outstanding in payments to PAPs towards compensation for land acquisition or structures of relocation of services. These are expected to be paid when GoK releases budget (as discussed in paragraph 3).
 - (b) There are two pending occupational health and safety (OHS) cases that are yet to be closed. An action plan has been agreed upon between the Borrower and the World Bank and its implementation is being monitored by the World Bank task team. One previous fatality in November 2017 has been closed after full compensation to the deceased family. Similarly, compensation for a serious injury of a worker in April 2018 has been substantially completed after 95 percent of the payment was released to the worker in addition to payment of full monthly wages. The pending cases are:
 - (i) an accident involving the Contractor’s roller that veered off the road near Malava Forest along the Kakamega-Webuye road section and resulted in one fatality (security person) and serious injuries to another contractor employee. The Police, insurance company, and the Directorate of Occupational Safety and Health Services (DOSHS) of the State Department of Labour were notified, and the process for compensation of the bereaved family has commenced; and
 - (ii) an accident involving a Contractor’s worker who was part of a group of workers preparing for slope protection works on an existing embankment at the outlet of a bridge (minor works during defect liability period). The embankment wall collapsed and killed him. The deceased family, Police, the insurance company, and the DOSHS of the State Department of Labour were notified, and the compensation process has commenced.
 - (c) A complaint regarding the Webuye-Kitale road section constructed under the project was received by the World Bank’s Grievance Redress Service (GRS). The complaint was submitted by a representative on behalf of local communities saying that the ongoing construction of the Webuye flyover has compromised the community health and safety by exposing vulnerable people to the risk of hazardous pollutants in the air, soil, water etc.; that no effort had been done at project site to evaluate and mitigate negative environmental impacts of the construction; and that there is poor stakeholder engagement and lack of information disclosure. The Borrower has responded to the complaint, and the report has been shared with the GRS.
 - (d) On December 17, 2018, the Inspection Panel received a Request for Inspection of the project. The Inspection Panel’s website notes that the Request was submitted by three members of the project-affected community who asked the Panel to keep their identities confidential; and that the complaint raises concerns about the impact from works on the Webuye–Kitale road section, including environmental impact, health and safety issues, impact on livelihoods as well as a lack of consultation and information disclosure. The World Bank will follow-up on this, following standard practice.



12. **Audits:** There are no outstanding audits. Also, the Interim Financial Reports are current.

C. Rationale for Restructuring

13. The objective of the restructuring is to extend the closing date by twelve months to allow for the completion of some incomplete activities including implementation of associated resettlement action plans. The following factors were taken into consideration in proposing an extension of the closing date:

- (a) some of the outstanding activities particularly structures, for instance the interchanges, will require more time to complete due to: (i) the expected rainy season during March-June 2019 that is likely to mean less progress during that period; and (ii) the minimum period between different stages of construction for structures, such as interchanges and bridges, that must be allowed for, to enable different construction materials such as concrete to attain maximum strength;
- (b) the strengthening of US\$ against SDR has reduced the dollar equivalent amount of the credits (Credit No.4926-KE and Credit No. 5410-KE) by US\$45.8 million (9 percent) thereby increasing the Government’s financial burden. As of December 27, 2018, the total IDA amount for the two credits had been reduced to US\$457.7 million equivalent compared to US\$503.5 million at the time of approval. This reduction in US\$ amount is impacting adversely on the performance of the project, creating a large financing gap, particularly in the civil works and shifting the burden to the Government;
- (c) risk of non-completion due to lack of funds, since in addition to counterpart funding, the Government would have to fund the amount undisbursed under the IDA Credits (about US\$28 million equivalent) if the IDA Credits are not extended; and
- (d) need to complete resettlement and compensation payments and other safeguard-related issues, which could pose safeguards and reputational risks if not completed or delayed.

14. The World Bank Task Team confirms that the requirements of World Bank Investment Project Financing (IPF) Policy regarding closing dates specifically: (i) the project objectives continue to be achievable; (ii) the performance of the Borrower remains satisfactory; (iii) the World Bank and the Recipient have agreed on actions that will be undertaken by the Borrower to complete the remaining project activities; and (iv) there are no outstanding audits or interim financial reports.

II. DESCRIPTION OF PROPOSED CHANGES

15. The proposed changes are (a) an extension of the closing date of the IDA Credits to December 31, 2019; and (b) updating of the results framework to align it with the proposed extended period of twelve months. The indicators and end of project target results remain unchanged.

III. SUMMARY OF CHANGES

	Changed	Not Changed
Results Framework	✓	



Loan Closing Date(s)	✓	
Disbursement Estimates	✓	
Implementation Schedule	✓	
Implementing Agency		✓
DDO Status		✓
Project's Development Objectives		✓
Components and Cost		✓
Cancellations Proposed		✓
Reallocation between Disbursement Categories		✓
Disbursements Arrangements		✓
Overall Risk Rating		✓
Safeguard Policies Triggered		✓
EA category		✓
Legal Covenants		✓
Institutional Arrangements		✓
Financial Management		✓
Procurement		✓
Other Change(s)		✓
Economic and Financial Analysis		✓
Technical Analysis		✓
Social Analysis		✓
Environmental Analysis		✓

IV. DETAILED CHANGE(S)**LOAN CLOSING DATE(S)**

Ln/Cr/Tf	Status	Original Closing	Revised Closing(s)	Proposed Closing	Proposed Deadline for Withdrawal Applications
IDA-49260	Effective	31-Dec-2016	31-Dec-2018	31-Dec-2019	30-Apr-2020



IDA-54100 Effective 31-Dec-2018 31-Dec-2019 30-Apr-2020

DISBURSEMENT ESTIMATES

Change in Disbursement Estimates

Yes

Year	Current	Proposed
2011	0.00	0.00
2012	5,700,000.00	5,700,000.00
2013	12,124,099.57	12,124,099.57
2014	25,858,897.03	23,052,125.19
2015	130,000,000.00	62,146,924.37
2016	117,000,000.00	56,821,586.89
2017	107,000,000.00	102,077,786.35
2018	105,817,003.40	124,356,689.77
2019	0.00	55,968,326.97
2020	0.00	15,352,460.89
2021	0.00	0.00



The World Bank

Kenya Transport Sector Support Project (P124109)



Results framework

COUNTRY: Kenya

Kenya Transport Sector Support Project

Project Development Objectives(s)

The revised PDOs are to: (a) increase the efficiency of road transport along the Northern Corridor and the Tanzania-Kenya-South Sudan road corridor; (b) enhance aviation safety and security to meet international standards; (c) improve the institutional arrangements and capacity in the transport sector; (d) restore the capacity of the international passenger terminal destroyed in a fire at JKIA; and (e) strengthen the capacity of KAA in disaster preparedness and responsiveness at Kenyan airports.

Project Development Objective Indicators by Objectives/ Outcomes

Indicator Name	DLI	Baseline	Intermediate Targets								End Target
			1	2	3	4	5	6	7	8	
increase the efficiency of road transport along the Northern Corridor and the Tanzania- Kenya-Sudan											
Average travel time (Hours)		5.00	5.00	5.00	5.00	5.00	4.50	4.00	3.00	3.00	3.00
<i>Action: This indicator has been Revised</i>											
Between Kisumu and Kitale (Hours)		5.00	5.00	5.00	5.00	5.00	4.50	4.00	3.00	3.00	3.00
<i>Action: This indicator has been Revised</i>											
Between Athi River and Machakos turn off (Hours)		1.50	1.50	1.50	1.50	1.50	1.30	1.20	0.90	0.90	0.90



Indicator Name	DLI	Baseline	Intermediate Targets								End Target
			1	2	3	4	5	6	7	8	
<i>Action: This indicator has been Revised</i>											
Between Bachuma gate and Maji ya Chumvi (Hours)	2.00	2.00	2.00	2.00	2.00	2.00	1.60	1.40	1.20	1.20	1.20
<i>Action: This indicator has been Revised</i>											
Vehicle operating costs (Amount(USD))	2.00	2.00	2.00	2.00	2.00	2.00	2.00	1.75	1.50	1.50	1.50
<i>Action: This indicator has been Revised</i>											
on Kisumu-Kitale road (Amount(USD))	2.00	2.00	2.00	2.00	2.00	2.00	2.00	1.75	1.50	1.50	1.50
<i>Action: This indicator has been Revised</i>											
on Athi Rlver - Machakos turnoff (Amount(USD))	1.80	1.80	1.80	1.80	1.80	1.80	1.80	1.50	1.40	1.35	1.35



Indicator Name	DLI	Baseline	Intermediate Targets								End Target	
			1	2	3	4	5	6	7	8		
<i>Action: This indicator has been Revised</i>												
on Bachuma Gate-Maji ya Chumvi (Amount(USD))		2.00	2.00	2.00	2.00	2.00	2.00	2.00	1.75	1.50	1.50	1.50
<i>Action: This indicator has been Revised</i>												
Enhance aviation Safety and Security to meet international standards												
JKIA meets ICAO and TSA aviation security and service level standards.(Yes/No, Custom) (Yes/No)		No	No	No	No	No	No	No	No	Yes	Yes	Yes
<i>Action: This indicator has been Revised</i>												
Kenya meets ICAO standards and recommended practices (Text)		None	No	No	No	No	No	No	No	Yes	Yes	Yes
<i>Action: This indicator has been Revised</i>												
KCAA cleared for IASA Category 1 safety status (Text, Custom)		No	None	None	None	None	None	None	Yes	Yes		Yes



Indicator Name	DLI	Baseline	Intermediate Targets								End Target
			1	2	3	4	5	6	7	8	
Supplement) (Text)											
Action: This indicator has been Revised											
Improve the institutional arrangements and capacity in the transport sector											
Improved Institutional Arrangements and Capacity in the Transport Sector: NCA established and functional (Yes/No, Custom) (Yes/No)	No	No	No	No	Yes						
Action: This indicator has been Revised											
Engineer's Act passed and effective (Yes/No, Custom Supplement) (Yes/No)	No	No	No	Yes							
Maritime rules and regulations developed and in use (Yes/No)	No	No	No	No	Yes						
National Transport Safety Authority	No	No	No	No	No	No	No	No	Yes	Yes	Yes



Indicator Name	DLI	Baseline	Intermediate Targets								End Target	
			1	2	3	4	5	6	7	8		
established and functional (Yes/No)												
KCAA restructured (Yes/No, Custom Supplement) (Yes/No)	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
Coordination on Maritime Search and Rescue Unit strengthened (Yes/No, Custom Supplement) (Yes/No)	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes
Regulatory framework for land transport established (Yes/No, Custom Supplement) (Yes/No)	No	No	No	No	No	No	No	No	No	No	Yes	Yes
Search and rescue capability on L. Victoria enhanced (Yes/No, Custom Supplement) (Yes/No)	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes
Restore the capacity of the international terminal destroyed in fire at JKIA												



Indicator Name	DLI	Baseline	Intermediate Targets								End Target	
			1	2	3	4	5	6	7	8		
Passenger terminal capacity restored by installation of prefabricated facilities (Yes/No)		No										Yes
Strengthen the capacity of KAA in disaster preparedness and responsiveness at Kenyan airports												
Number of Kenyan Airport Personnel trained in disaster preparedness and responsiveness strengthened (Percentage)		0.00										100.00
Action: This indicator has been Revised												

Intermediate Results Indicators by Components

Indicator Name	DLI	Baseline	Intermediate Targets								End Target	
			1	2	3	4	5	6	7	8		
A. Rehabilitation and improvement of roads, roadside facilities and road safety interventions												
Roads rehabilitated, Non-rural (Kilometers)		0.00										200.00
Action: This indicator has been Revised												



Indicator Name	DLI	Baseline	Intermediate Targets								End Target	
			1	2	3	4	5	6	7	8		
Roads constructed, non-rural (Kilometers)		0.00										31.00
<i>Action: This indicator has been Revised</i>												
B. Institutional Strengthening and Capacity Building in the Transport Sector												
Navigational charts for Kenyan Coast developed to acceptable international standards and in use (Yes/No)		No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
<i>Action: This indicator has been Revised</i>												
Feasibility and engineering design studies completed to acceptable standards and covering 1,150km (Number)		0.00										7.00
<i>Action: This indicator has been Revised</i>												
Marking the boundaries for Right of Way and secure KeNHA's road assets (Class A roads) -3,500		No	No	No	No	No	Yes	Yes	Yes			Yes



Indicator Name	DLI	Baseline	Intermediate Targets								End Target
			1	2	3	4	5	6	7	8	
km completed (Yes/No)											
Action: This indicator has been Revised											
Draft Bill for NCA and ERB presented to Parliament, and rules and regulations for KMA developed (Text)		None									NCA functional, ERB strengthened and KMA rules and regulations in use.
Action: This indicator has been Revised											
Studies on impact and roles of new institutions completed (Text)		0.00									3.00
Action: This indicator has been Revised											
C. Support to Kenya Airports Authority											
Construction of arrivals facility constructed and service in the Terminal 4(Yes/No, Custom) (Yes/No)		No	No	No	No	No	No	Yes	Yes	Yes	Yes
Passenger terminal capacity restored by installation of		No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes



Indicator Name	DLI	Baseline	Intermediate Targets								End Target	
			1	2	3	4	5	6	7	8		
prefabricated facilities (Yes/No, Custom) (Yes/No)												
Disaster preparedness and response system developed and in use (Yes/No, Custom) (Yes/No)	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Action: This indicator has been Revised												
D. Support to Kenya Civil Aviation Authority												
Aviation Safety Inspectors in compliance with ICAO standards and IASA category 1 safety status (Number, Custom) (Number)	0.00	0.00	6.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	5.00
Action: This indicator has been Revised												
Number (KCAA recruited staff): Aviation Safety Inspectors in compliance with ICAO standards and IASA category 1 safety status	0.00	0.00	10.00	20.00	38.00	38.00	38.00	38.00	0.00	0.00	0.00	38.00



Indicator Name	DLI	Baseline	Intermediate Targets								End Target
			1	2	3	4	5	6	7	8	
(Number, Custom Breakdown) (Number)											
Action: This indicator has been Revised											
Construction of KCAA Office block (Percentage)		0.00	0.00	0.00	0.00	55.00	80.00	100.00	100.00	100.00	100.00
Dummy (Action: This Component has been Marked for Deletion)											



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Kenya Transport Sector Support Project (P124109)
