

 Early Warning System

WB-P515393

Kenya Urban Mobility Improvement Project



Quick Facts

Countries	Kenya
Specific Location	Nairobi Metropolitan Area
Financial Institutions	World Bank (WB)
Status	Proposed
Bank Risk Rating	A
Voting Date	2026-12-10
Borrower	Government of Kenya - Kenya Railways; Ministry of Roads and Transport
Sectors	Transport
Investment Type(s)	Grant, Loan
Loan Amount (USD)	\$ 500.00 million
Grant Amount (USD)	\$ 1,000.00 million
Project Cost (USD)	\$ 1,501.25 million



Project Description

According to the Bank's website, the objective of this project is to improve selected commuter rail corridors in the Nairobi Metropolitan Area to support spatial transformation, improved mobility and safety, and large-scale job creation.

The project aims to transform the Nairobi Metropolitan Area (NMA) mobility landscape by upgrading the commuter rail into a modern urban rail system, reforming the institutional framework for urban transport, and supporting integrated land-use planning around stations with the following components and activities.

Component 1: Urban Mobility Improvement in Nairobi Metropolitan Area This component supports the transformation of the 57 km Nairobi Central-Thika commuter rail into a modern, high-capacity urban rail system.

Subcomponent 1.1: Upgrading Commuter Rail into Urban Metro Includes the following: feasibility and basic design, including electrification readiness; Development of urban rail design and operational standards (gender-responsive, resilient, universally accessible); Track, signaling, telecom, and station upgrades; Modernization of stations; multimodal interchanges, and station utilities; Establishment of metro maintenance facilities; Implementation of KRC's integrated ERP system for operations and customer service.; Technical assistance for integrating feeder bus services; Implementation of Resettlement Action Plans.

Subcomponent 1.2: Green Mobility Solutions includes: Procurement of DEMU trainsets and roadmap for transition to EMUs; Development of a national railway electrification strategy. Support to operationalization of Kenya's e-mobility policy; Technical assistance for carbon financing opportunities. [citeturn1search1L1.2 section](#)

Subcomponent 1.3: Kenya Integrated Automated Fare Collection System (KIAFCS) - Phase 1 includes: Establish national standards, regulations, and policy framework for the integrated fare collection system; Deployment of system infrastructure along the Nairobi-Thika corridor; Support to KRC as the early adopter; Development of national scale-up plan.

Component 2: Transit-Oriented Development (TOD) Along Commuter Rail Supports integrated land-use planning and urban regeneration around selected stations through: Corridor-level TOD plan and station-area land-use plans (500 m radius); Implementation of TOD at approximately seven stations, including anchor public facilities; Access improvements within 1 km (and up to 3 km for major roads), including pedestrian and cycling infrastructure, lighting, drainage, and landscaping; Development of KRC land value capture strategy to attract private sector investment.

Component 3: Institutional Strengthening for Urban Mobility Solutions Supports enabling policy and institutional reforms needed for sustainable urban transport: Development and implementation of National Urban Transport Policy; Establishment of urban mobility funding mechanisms (including potential securitization of the Railway Development Levy) ; Support for sustainable urban mobility plan and integrated public transport network for NMA; Support to reform KRC structure, including creation of metro and land subsidiaries; Development of national TOD policy and guidelines; Establishment of Transport Center at the University of Nairobi (master's program in urban transport). Capacity building in road safety, gender-responsive planning, PPPs, and preparation for future projects.

Component 4: Contingent Emergency Response Component (CERC)



Early Warning System Project Analysis

Environmental and Social Risk: High

The Project will finance the following Project components: Component 1. Urban Mobility Improvement in Nairobi Metropolitan Area. These activities are likely to result in potential adverse environmental, health, and safety (EHS) risks and impacts that include; vegetation clearance and soil erosion, air pollution, noise and vibration impacts, vehicle, train and truck accidents, non-hazardous and hazardous waste, fuel contamination, community/occupational health and safety risks and impacts (CHS/OHS), cumulative impacts, wastewater discharges, loss/change of land use, use of herbicides for vegetation clearance and impacts on flora and fauna. The cumulative impacts include labor influx, gentrification, increased noise and vibrations for residents and institutions adjacent to the railway network, fragmentation of the landscape, improved traffic flow, transport cost increases and access to transportation for the poorest groups in the city, impacts on encroachers and overall displacement of non-motorized users, street vendors, and informal businesses and dwellers as the transport infrastructure becomes more formal and commercial.

Project social risks both direct, indirect and cumulative negative social risks and impacts will include: (i) infringement of labor rights and standards on employment on project workers, (ii) in-migration/influx of labor and/or people, (iii) access and inclusion for vulnerable groups/persons living with disability and women, (iv) impacts on public health, HIV/AIDS and STIs, (v) noise and vibration of machine operations during construction and movement of trains at operation phase will generate some level of noise pollution and vibrations that might affect learning and religious worship institutions, and integrity of buildings located in close proximity to the railway tracks, (vi) Workers safety and health issue, (vii) poor stakeholders engagement and lack of a clear communication plan, (viii) risk of conflict between contractor and the community, (ix) traffic inconveniences and related accidents, (x) the Central Railway Station, a transit hub, will have an increase in the volume of trains and passengers thus increase the noise levels at the station which are a nuisance to the passengers and workers; (xi) increase crime rates within the transport system, (xv) impacts on building and railway equipment and trains with historic value; though not significant, it may have impact on livelihood of communities. The project will manage legacy issues related to encroachment to the rail reserve. These project activities are likely to result in downstream adverse environmental and social impacts.



Investment Description

- World Bank (WB)

Total Project Cost: US\$ 1501.25 million

IBRD Commitment: US\$ 500.00 million

Grant Amount: US\$ 1,000.00 million



Contact Information

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ACCESS TO INFORMATION

To submit an information request for project information, you will have to create an account to access the Access to Information request form. You can learn more about this process at: <https://www.worldbank.org/en/access-to-information/request-submission>

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Bank Documents

- [Concept Environmental and Social Review Summary \(ESRS\) - Kenya Urban Mobility Improvement Project -](#)
- [Kenya - EASTERN AND SOUTHERN AFRICA- P515393- Kenya Urban Mobility Improvement Project - Procurement](#)
- [Kenya - EASTERN AND SOUTHERN AFRICA- P515393- Kenya Urban Mobility Improvement Project - Procurement](#)
- [Kenya - EASTERN AND SOUTHERN AFRICA- P515393- Kenya Urban Mobility Improvement Project - Procurement](#)
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Other Related Projects

- WB-P176725 Kenya Urban Mobility Improvement Project