

3.2 Indicative Activities

Indicative Activities 1.1 (related to Output 1.1 - *An operationalised public transport system that incrementally and cooperatively integrates paratransit*):

- a) Procurement, construction, supervision, and integrated operationalisation of:
- public transport infrastructure (e.g. exclusively dedicated urban road corridor, stations and charging facilities for third-generation-ready electric bus rapid transit (BRT) system core line 3 in Nairobi). Stations and buses will involve accessibility standards to ensure they are accessible to persons with disabilities, older people and those with mobility difficulties.
 - complementary non-motorised transport (NMT) infrastructure alongside the public transport system such as cycle lanes, footpaths, footbridges and other.
 - green spaces compensating for urban trees cut.
 - feeder stations with capacity for integrated multi-modal transport (e.g. transfers between the Clean BRT, *matatus*, moto taxis, etc... using a common electronic ticket system).
- b) Monitoring, adapting and expanding of the public transport system operations (e.g. optimising the carrying passengers smoothly through the dense urban fabric independently of traffic congestion).
- c) Average commuter travel speed is gradually increased along the public transport corridor.
- d) The proactive promotion of cooperation between paratransit (e.g. *Matatus* and other relevant operators) with the public transport system in line with the ‘industrial transition’ (from paratransit to public transport) consensus.
- f) Introduction and tailoring of safety measures for women commuters (e.g. reserved seats and areas for women only, enforcement of sanctions to abusers through security systems, etc...).

Indicative Activities 1.2 (related to Output 1.2 - *Public transport is supported by users, citizens and institutions as the most efficient and sustainable urban mobility solution*):

- a) Implementation of the resettlement action plan (RAP) in line with European (EIB/AFD) standards.
- b) Compensation and mitigation measures for project-affected persons (PAPs) as a result of public works and other impacts of the deployment of public transport include gender and respect of human rights aspects.
- c) Improving access and inclusion to public transport (along the public transport catchment area) for the youth, women and people with disabilities, the elderly, low-income households and other people living in vulnerable situations.
- d) Regulation, integration and enforcement of public transport operations that improve the reliability and predictability of fares and timing in contrast to *matatus*’ opportunistic charging and unreliable routes.
- e) Adaptation of an affordable fares system by NaMATA/regulator involving cross-subsidies if necessary to ensure inclusion of low-income and vulnerable households (e.g. using lessons learned from WB-DIME).
- f) Enhanced monitoring of concerned corridors to improve urban traffic and pedestrian safety (e.g. this can also benefit from WB-DIME to leverage existing sources of big data on congestion, traffic, and road safety).
- g) Enforcement of traffic safety measures to increase use of NMT means.
- h) Ensuring access to stations by people with disabilities by a proactive barrier-free approach.
- i) Adequate security surveillance (e.g. station security staff, cameras, automatic glass doors on platforms, etc...).
- j) Progressive self-sustained budgeting allocated for long-term public transport system operations and maintenance.
- k) Publicise the reduced dependency on imports (e.g. fuel replaced by locally renewable-sourced electricity currently in excess of 1GWh).
- l) Ensuring system revenue collection to cover for operations and maintenance costs and of regulating authority.
- m) Gradual enlargement of the public transport system catchment area to maximise capacity and ensure sufficient revenue (e.g. progressing towards ‘third generation’ BRT operations).
- n) Implementation of a strategy for the recycling of electric bus batteries.
- o) Ensuring climate proofing in line with the ‘Technical guidance on climate-proofing of infrastructure projects for the period 2021-2027’⁵.

Indicative Activities 1.3 (related to Output 1.3 - *Strengthened GoK capabilities in replicating and expanding sustainable public transport systems*):

- a) Capacity building of GoK to be institutionally and technically better equipped to manage the transport sector at large and specifically to expand and replicate public transport systems (e.g. a Clean BRT network beyond Line 3).

⁵ https://ec.europa.eu/regional_policy/en/newsroom/news/2021/07/29-07-2021-commission-adopts-new-guidance-on-how-to-climate-proof-future-infrastructure-projects