BUILDERS MAGAZINE

June-July 2022

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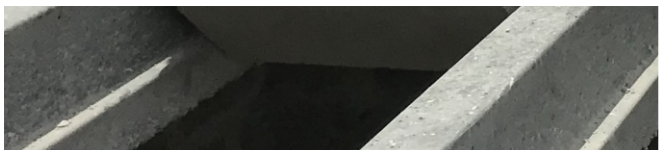
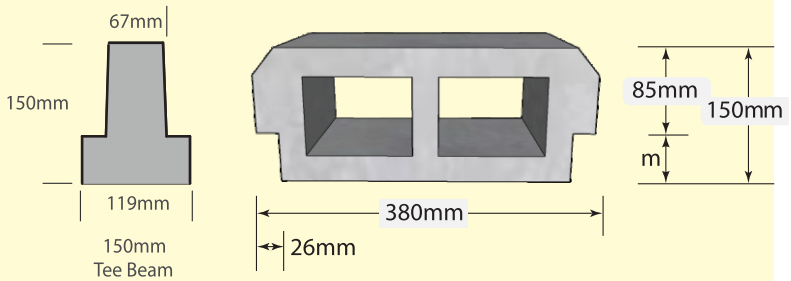
SUSPENDED BEAM & BLOCK FLOOR



The EcoConcrete Beam and Block Flooring System saves time and cost on site. The floor is quick to install without the need for specialist skills. Site preparation is reduced and no hardcore or oversite concreting is required. Also, internal foundations can be reduced.

Once installed the system is rot and draught proof. The floor provides an immediate working platform allowing building works to continue without delay. The EcoConcrete Beam and Block Flooring System is ideal for a wide range of uses ranging from housing to flats and offices.

150mm BEAMS & INFILL BLOCKS



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MINAH HEIGHTS

M I N A H H E I G H T S

Rising above a quiet serene Westlands address, Minah Heights is set to overlook a charming and intimate neighborhood of ancient mansions filled with graceful greenery and soothing scenery.

The neighborhood is home to Nairobi's finest restaurants and cozy cafes to give Minah Heights residents the perfect lunch stroll while indulging in an afternoon of shopping in the prestigious shopping malls Westlands has to offer.

Your neighborhood boasts of Nairobi National Museum filled with your favourite artist's artwork on display or enjoy a quiet corner in the vast greenery of the Nairobi Arboretum.

MINAH HEIGHTS

DEVELOPMENT

Minah Heights offers luxurious mix of studios, 1 bedroom, 2 bedroom & 3 bedroom plus DSQ

INVESTMENT

An ideal location underpinned by a strong demand with limited supply, positions Minah heights as a great investment with exceptional potentials for rental growth and capital gains.

Jupees Enterprises

is proud to be associated with the construction of MINAH HEIGHTS

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Contributions

The editors welcome news items, press releases, articles and photographs relating to the Construction Industry. These will be considered and, if accepted, published. No responsibility will be accepted should contributions be lost, damaged or incorrectly printed.

Davis & Shirtliff Picks New Chief Executive

George Mbugua

Davis & Shirtliff has named George Mbugua as its new Group Chief Executive to replace David Gatende, who is retiring this month after 36 years of service.

The executive, who joined Davis & Shirtliff 26 years ago, will take over the reins with effect from June, the water and solar energy solutions company said in a statement.

Prior to the appointment, Mr Mbugua was the company's finance director – a position he assumed in Aug. 1996. He was previously Internal Auditor for Lonrho Africa, and External Auditor for Deloitte East Africa.

"My journey of 26 years with this great company has led me to taking up the responsibility as Group CEO with effect from June 2022," Mr Mbugua said.

"I'm extremely proud to be leading a team of over 1,000 talented and committed people to the next phase of our definitive development."

Cement Consumption Now at Historic Highmence

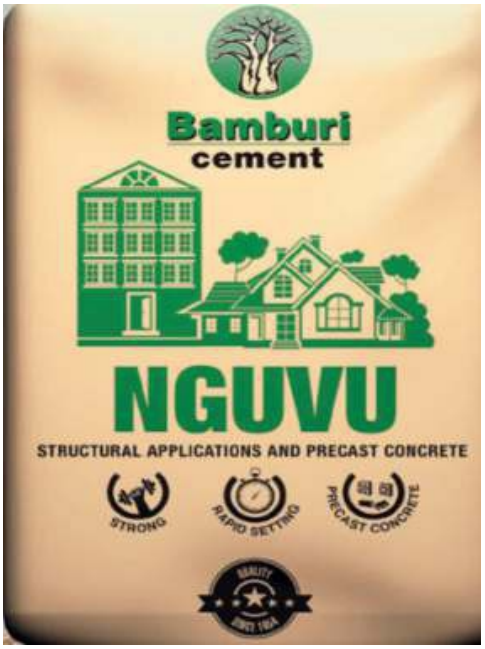
Official data by the Kenya National Bureau of Statistics (KNBS) shows that the intake was highest since the available recorded data of 2010.

Cement consumption in Kenya rose to an all-time high of 726,823 tonnes in July, a new report shows, buoyed by the construction of mega infrastructure projects.

Construction of mega-public projects such as the 27.1km Nairobi Expressway, the upgrade of James Gichuru – Rironi highway, the dualling of the Kenol-Marua road, the Nairobi Western Bypass, and the affordable housing projects have boosted cement usage in the country this year.

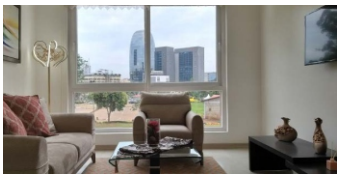
Commodity demand forced factories to increase production to 741,647 metric tonnes, which was the highest in over 10 years.

Other construction projects are Mombasa's Dongo Kundu bypass, the Eldoret bypass, and the Lamu Port.



Luxurious Living

With a mix of contemporary and Arabic architecture, the interior designs feature granite and quartz countertops, laminate flooring and ergonomic kitchen layouts to create the grand experience of opulent living.



Large open kitchens fully fitted with stainless steel cookers, ovens and hoods that make your cooking at Minah Heights the perfect place to prepare that favorite meal and dine in.

FLOOR PLAN

3 BEDROOM

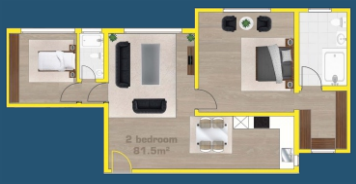
227.6 m2
2450 ft2

STUDIO
31.5 m2
339 ft2

1 BEDROOM
1A
57.0 m2
613 ft2

1 BEDROOM
1B
57.5 m2
618 ft2

2 BEDROOM
81.5 m2
876 ft2

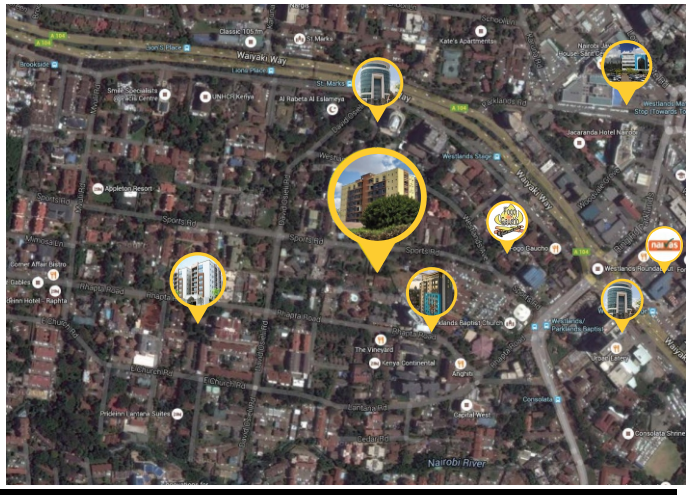


BUILDING

Developer: Samad Resources LTD
Location: Prof. Saitoti Avenue, Westlands

Amenities:

- Standby Generator
- Borehole
- Two elevators
- Gym
- Swimming pool
- Children play area
- Rooftop lounge
- Electric fencing on top of the perimeter wall
- Intercom between gatehouse and apartments
- Centralized TV and centralized DSTV/Arab set (Subscription to pay)



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CIVIC TRUST AWARD 2017 AWARDS

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Chinese firm signs Sh20bn deal to build Koru-Soin Dam

China Jiangxi Economic and Technical Cooperation Co., Ltd (CJIC) has signed a Sh20 billion contract to build the much-delayed Koru-Soin dam in western Kenya.

The Chinese firm won the Soin Koru dam tender after submitting a Sh20 billion quote for the project – which is 33% less than what the State had planned to spend on the venture.

"On 11th May, Kenya National Water Harvesting and Storage Authority (NWHSA) awarded the contract for construction of the Koru-Soin dam project to CJIC," China Jiangxi said.

The signing of the deal now paves the way for the immediate ground-breaking of the project that has remained in the works for decades. The dam will store up to 93.7 million cubic metres and supply about 72,000 cubic metres of water daily for domestic and institutional use, as well as irrigation of 2,570 hectares of land.The Soin Koru Dam will also generate 5.0 megawatts of hydropower.

"The proposed position for embankment is the slopes of Got Alila hill in Muhoroni (Kisumu County) and slopes of Koitatui hill in Soin (Kericho County).

"An area of 2,500 acres will be acquired for the project with parcels of land in both Kericho and Kisumu counties," NWHSA says in official documents.

The dam, which is expected to alleviate the impacts of floods in the lower reaches of River Nyando, will be done in two components: dam component and water supply component.

The government, which is fully funding the project, expected the dam component – consisting of the reservoir, hydropower plant and the raw water module – to cost Sh25 billion, inclusive of the land acquisition bill of Sh2 billion.

The water supply component, which includes water treatment works, distribution pipework, and storage tanks was estimated to cost Sh7 billion, pushing the total cost to Sh32 billion.

The Soin Koru Dam is one of the Vision 2030 flagship dams.

Others include Maruba Dam in Machakos (completed), Chemususu Dam in Baringo (completed), Kiserian Dam in Kajiado (completed), and Siyoi Dam in West Pokot (on-going).

NWHSA earlier said it had held adequate participation forums with various stakeholders to ensure smooth implementation of the Koru Soin Dam project.

Concrete Finishing Robot Cuts Labour Costs by 30%

The robot cuts costs while improving quality and safety.

Japanese construction giant Kajima Corp has teamed up with four Singaporean institutions to develop a concrete finishing robot that lowers construction labour costs by up to 30%.

The company, which is building its first overseas research centre in Singapore, has partnered with JTC Corp, Nanyang Technological University, Nanyang Polytechnic and local robot-maker Mega Plus Technology to develop the cost-saving machine.

Kajima Corp says the robot has helped it to keep the upcoming $100 million Kajima Global Hub on schedule despite labour shortages worsened by the Covid-19 pandemic.

The robot, which smooths and levels concrete floors, has the ability to cut labor costs by a third while improving quality and safety in future projects – based on data collected throughout project, Kajima said during the topping-out ceremony for the building on June 17.

Unlike other comparable androids, Kajima's concrete finishing robot can determine the hardness and unevenness of concrete.

"Besides enhancing construction quality and safety, the concrete finishing robot can reduce construction manpower and labour cost by up to 30%," Low Yen Ling, Singapore's minister of state for trade and industry said during the event.

She added that Kajima Corp and its partners were "setting new standards for our built-environment industry".

Construction innovation
Scheduled for completion by next year, the Kajima Global Hub – which has been under construction since August 2020 – will occupy 13,088 sqm of the Changi Business Park in Changi South, eastern part of Singapore and double the volume of construction innovation space in the park.

The facility, according to Kajima, will be known as Kajima's Lab for Global Engineering, Architecture and Real Estate ("The Gear").

In addition to undertaking research and showcasing innovations in robotics, digitalization and automation, The Gear will incorporate data-driven environmental control technologies and energy-saving solutions for its tenants

The power of two!

Atlas Copco once again sets the innovation benchmark in portable power by housing two fully loaded generators in one custom 20-foot container. This smart move provides the ultimate reliable and flexible prime and critical standby power solution for utilities, rental, construction, mining, quarrying, and oil and gas applications with variable load requirements.

“The QAC TwinPower™ is a containerised generator with two power packs,” explains David Stanford, Atlas Copco Power Technique Business Line Manager - Portable Products. “By containerising two QAC generators side by side and packaging up to 1MW of predictable power on a single platform, we have doubled the power and the flexibility offering to our customers and end-users. To add even more value, we have designed these generators with the objective to provide customers with the opportunity to choose the power solution best suited for those applications with changeable power and current usage requirements.”

“This modular solution is unrivalled when it comes to flexibility and economy,” continues Stanford. He explains that this configuration, with its fast-paralleling system, allows the two generators to work independently or in parallel with each other, providing multiple solutions and combinations between prime and standby use, one unit working at 50Hz and the other at 60Hz. For handling even larger projects, the QAC 1350 TwinPower™ has two dedicated Atlas Copco controllers Qc4004, including touchscreen Qd1001 functionality, enabling end-users to easily parallel with other generators. Alongside the choice of island mode or using the Power Management System (PMS), it is also possible to run them in parallel with mains, peak shaving, fixed power and AMF. In addition, owing to the TwinPower™ concept, one generator can run at 50% while the other is being serviced, offering end-users a built-in backup as standard for seamless 24/7 power supply.

In terms of operational costs, the highly efficient QAC generator delivers maximum power with minimal fuel consumption. Setting these generators apart is the smart electric VSD (Variable Speed Drive) motor-driven cooling fan which adjusts the cooling flow to the specific requirements of the engine. The unrivalled load acceptance ability of these generators is thanks to the engine/alternator performance which, in association with its respective advanced control systems, is able to accept a 100% load step with more than 70% load step acceptance within ISO 8528-G3 class respectively. Stanford also points out that with a fuel saving of up to 10%, the performance of these generators is equal to or even better than the conventional single engine generator running under normal load. This efficiency also helps to reduce customers’ carbon footprint. The spillage free frame, which can contain 110% of the fuel tank capacity, reduces any potentially negative impact the environment.

The Stage V compliant QAC 1350 TwinPower™ is also environmentally smart. With an up to 85% reduction in nitrogen oxide (NOx) emissions, this containerised solution helps end-users to shrink their carbon footprint. A low noise level of 70dB(A) at 7m makes these containerised generators highly suited for applications that are at the heart of the working environment, creating a safe and comfortable work space. A touch screen provides operators with easy functionality.

For end-users, it is always critical to maximise uptime along every phase of the supply chain. As containers are designed for easy transportation, the containerised generators are easily moved from one worksite to the next. Featuring a compact footprint and equipped with solid lifting eyes and forklift inlets, the 20-foot ISO-certified container can be swiftly and safely positioned on site or manoeuvered onto flat-bed trucks for transportation between sites.

Also contributing to optimum uptime and subsequent elevated production levels is the generator's remarkable serviceability. The QAC generators require less than two hours of service after 500 hours of operation. Large access panels and several custom service tools allow for effortless maintenance while the strategic positioning of the two generators' engines and alternators on opposite sides of the platform allow for fast and easy access to major components. Heavy-duty dual stage fuel and air filtration is included as standard, for longer up-time and extended service intervals. The slide in/out base frame facilitates the removal of the aggregate engine from the container for maintenance and other operational tasks.

The robust containerised generators are ideal for use in extreme temperatures and at high altitudes. The QAC's intelligent engine/alternator cooling system guarantees 100%m power at 40°C at an altitude of 1000m.

Atlas Copco generators are renowned for their rugged reliability and efficiency over an extended life span and the EU compliant QAC units stay true to these high standards. "There can simply be no compromise when it comes to superior quality components which are designed and tested to ensure a long and productive lifespan for low total cost of ownership," concludes Stanford.

Atlas Copco Group Great ideas accelerate innovation. At Atlas Copco we have been turning industrial ideas into business-critical benefits since 1873. By listening to our customers and knowing their needs, we deliver value and innovate with the future in mind.
Atlas Copco is based in Stockholm, Sweden with customers in more than 180 countries and about 37 000 employees. Revenues of BSEK 95/9 BEUR in 2018. For more information: www.atlascopcogroup.com

Power Technique
Great ideas accelerate innovation. At Atlas Copco Power Technique, we turn industrial ideas into leading edge technology in air, power and flow solutions. Our passionate people, expertise and service bring sustainable value to industries everywhere.

Portable Air is a division within Atlas Copco's Power Technique business area. The division designs, manufactures and markets a comprehensive range of mobile and energy-efficient compressors, handheld light-demolition tools and industry focused solutions, such as high-pressure boosters and quality air equipment. The products are used in a wide range of industries including construction, mining, oil and gas, and rental. The divisional headquarters are located in Antwerp, Belgium. Principal product development and manufacturing units are located in Europe, Asia, South America and North America.

Power and Flow is a division within Atlas Copco's Power Technique business area. The division designs, manufactures and markets a comprehensive range of mobile and energy-efficient generators, light towers, and pumps. Along with associated accessories and connectivity solutions. The products are used in a wide range of industries including construction, industrial, mining, dewatering, and rental. The divisional headquarters are located in Zaragoza, Spain. Principal product development and manufacturing units are located in Europe, Asia, South America and North America.

Rebar Tying Robot Works Its Magic on Highway Project

The robot can tie up to 1,100 rebar intersections per hour.

TyBOT, an autonomous rebar tying robot, is proving to be a game charger for the road construction industry by helping crew members to work smarter, not harder.

Developed by Advanced Construction Robotics, the TyBOT robot uses artificial intelligence to see, think, and tie up to 1,100 rebar intersections an hour – a task that would normally require a crew of 6-8 workers.

Although TyBOT has mainly been targeted at the bridge industry, the robot is now ready for any horizontal work and has already been used on several road projects.

The android recently completed bulk rebar tying procedures on the SH302 highway project in Winkler, Texas, US., earning praise from Spartan Reinforcing – a solutions provider for reinforced concrete, and Kiewit – one of the largest construction companies in the US.

TyBOT rebar tying robot, which completed 101,564 ties across 69,200 square feet of bridge deck, is said to have helped the crew to become more efficient.

"We were excited by the advantages robotic construction equipment offered us and it opened our minds to the great potential in adopting new technologies," said Craig Wallace, the CEO of Spartan Reinforcing.

How it works

TyBOT performs the repetitive, backbreaking task of tying rebar while your team focuses on more complex tasks. The robot works autonomously once it is placed in position and guided on the direction to work in – all done via remote control.

TyBOT robot self-locates, self-positions and self-ties up to 1,100 intersections per hour, day or night, rain or shine, while enhancing jobsite safety.

The robot can actually see the rebar – just like humans – using computer vision.

TyBOT rebar tying robot has also been used on the Gateway Expressway project in Clearwater, Florida.

"Our robots will continue to solve today's construction challenges assisting the workforce to meet rapidly growing demand," says Advanced Construction Robotics co-founder Jeremy Searock.

The machine is available for lease or outright purchase. Leasing terms can be negotiated depending on the job, while buying the robot will cost you $796,000.

World's First Hydrogen-Powered Artic Dump Truck

The prototype HX04 articulated dump truck.

Volvo Construction Equipment (CE) is testing the world's first hydrogen-fuel cell articulated dump truck as it seeks to embrace alternative fuels in race to cut greenhouse gas emissions.

Volvo CE, which invented the world's first articulated dump truck "Gravel Charlie" in 1966 is eying another first in the form of a hydrogen hauler, which is nicknamed "Electric Charlie."

According to the Swedish equipment company, the Volvo HX04 – a six-wheel prototype dump truck, adopts hydrogen-electric fuel technology developed by FuelCell Sweden AB.

The fuel cells generate electric energy and heat using hydrogen and oxygen from the atmosphere – doing away with the need to plug the machine into a charger.

The fuel cells capture the chemical energy from hydrogen and oxygen as they react to form water. The emitted energy is used to power the dump truck.

The Volvo HX04 weighs 35 tons and can be filled with 11.7 kilos of hydrogen in 7.5 minutes. The dump truck can operate for four hours before refuelling.

"Vehicles with fuel cell electric powertrains have an uptime, range and fuelling time similar to that of combustion-engine powered vehicles," Volvo said in a statement.

The hauler, which is the culmination of a four-year research project involving Volvo and partners funded by Swedish government agencies, fills up at a hydrogen refuelling station mounted by Shell at the testing area.

Volvo says the testing will provide important insights for future production.

Commercialization of hydrogen-powered Volvo machines is expected in the second half of this decade as the company races to achieve "net-zero value chain greenhouse gas emissions" by 2040.

Why hydrogen?
Construction machines, including dump trucks, are considered significant producers of greenhouse gases. Equipment manufacturers are therefore testing alternative fuels in a bid to get themselves out of the list of polluters.

Hydrogen is being considered as a promising alternative fuel due to its abundance, versatility, and zero-emissions – with only water as by-product.

Some of the machines under development include:

Volvo's just-announced HX04 articulated dump truck (fuel-cell)
Sany dump and mixer trucks (fuel-cell)
JCB's 20-metric-ton 220X excavator (fuel-cell)
Komatsu 930E 291-ton mining truck (fuel cell)
Hyundai excavators and forklifts (fuel-cell)

Strabag Kicks Off Filling of Thiba Dam in Kirinyaga

The much-awaited impounding of water in Thiba Dam is finally underway following the completion of the multi-billion-shilling dam in Kirinyaga County.

The filling up or impounding process of the dam officially began on Tuesday with the initial phase of impoundment expected to continue for five to eight days.

According Gitonga Mugambi, the CEO of the National Irrigation Authority, the lowering of Thiba Dam gate outlet to mark the official commencement of water impounding at the dam is a major milestone for the project.

"It is a big day for us as an institution...We are here today to lower the gate so that we start impounding of the water," Mr Mugambi said.

German firm Strabag International GmbH managed to build the dam within the allocated timelines despite major challenges that threatened to delay the project.

Gate valve
Fitting water draw-off and safe floodwater drainage, for example, would have been completed by Dec. 2021 were it not for the late arrival from Germany of a gate valve for control of the water back to the river.

"We had a logistical problem in importing and clearing the equipment from the port. Luckily, the issue has been sorted and the valve will reach us in the next two weeks," project engineer Stephen Mutinda said in March.

The 40-metre high; one-kilometre-long Thiba Dam project was partly financed by Japan through the Japan International Cooperation Agency (JICA).

Under the agreement, JICA provided Sh8 billion for the project.

The National Irrigation Board supervised Thiba Dam construction with a joint venture of Nippon Koei and Gibb Africa working as the project consultant.
The project was launched in Nov. 2017, but works kicked off in March 2018.

Payment default
The project was abruptly stopped in Oct. 2019 after Strabag ran out of funds following payment default by the government, resulting in the loss of 600 jobs.

In January 2020, work resumed after the State released Sh600 million for the project. Strabag, which was expecting Sh1 billion, recalled 300 workers.

The financial issues were later resolved.

Thiba Dam is designed with a capacity to hold 15 million cubic metres of water with a spillway to adjust water flow during rainy seasons to prevent flooding.

It is expected to double Mwea Irrigation Scheme's rice production from 140,000 tonnes to 280,000 tonnes. Mwea produces 80% of the rice consumed in Kenya.

Thwake Dam Contractor Wins Rare Praise From AfDB

The multi-billion-shilling Thwake Dam project on the border of Kitui and Makueni has won a rare public compliment from its co-financier who is quite impressed with the progress.

The African Development Bank (AfDB), which is partly financing the project, described the progress as tremendous – promising to inject more funds into the development.

"As a bank we are impressed with the ongoing work at the dam," AfDB East Africa executive director Amos Cheptoo said on Monday during a tour of the project.

"Once the dam construction is completed in June 2022, the bank will work with (the government) to ensure faster acceleration of the remaining three phases," he added.

The contractor, China Ghezouba Company, has undertaken major works on site, including establishing two giant tunnels to divert Athi River flow for excavation works at the river bed.

The company earlier said the project, which is now 60% complete, would be way ahead were it not for the reduction of workers on site to 700 from 1,200 due to the pandemic.

"We will compensate on time lost during this period of the pandemic...By the end of this year, we will have completed the tunnels," Apopo Lentana, a CGC official said in an interview.

The two tunnels will be used as substitute water ways where Athi River will change course before later joining the original path to the Indian Ocean.

"Once the river is diverted, there will be building of rock field dam wall that will be 87 meters high then making of main and minor spillways for excess water flow." Lentana said.
Jointly funded by the Government of Kenya and the African Development Bank (AfBD), the project will be implemented in four phases at a cost of Sh81.89 billion.
Phase one involves building an 87m high dam wall with 688 million cubic metre storage capacity, and preliminary works for the implementation of the subsequent phases. This segment will cost Sh42.4 billion.
Phase two will involve installation of a hydropower generation plant while phase three comprises the installation of water supply, sanitation, and waste water infrastructure.
Phase four of Thwake Dam project will involve setting up the irrigation component.
Through budgetary allocations to the respective ministry, the government will invest Sh59.95 billion into the project while AfBD will fork out Sh21.94 billion.

Thwake Dam will provide water for domestic, irrigation, hydropower as well as industrial activities in the beneficiary counties.
In March 2019, then Auditor-General Edward Ouko warned that the project could stall as the State was yet to secure funding for the last three phases of the project.

XCMG Rolls Off World's Largest Electric Dump Truck

The XDE440 has a load capacity of 400 tons.

XCMG has built what it claims to be the world's largest tonnage AC electric drive dump truck: XDE440, which boasts a loading capacity of 400 tons.

The Chinese firm, which recently rolled off the giant vehicle, said the XDE440 is customized for high-end mining markets such as North America, South America, Australia, and Europe.

According to XCMG, the XDE440, which is customized for China Minmetals Corporation, has a load capacity of 400 tons – equivalent of a three-storey building – making it the world's largest rear-wheel drive rigid mining truck.

The XDE440 will ease transportation capacity restraints at mining sites.

"In order to meet such load requirements, we have independently developed the world's largest wheel reductor and strongest wet disc brake that can achieve traction which is equivalent to a fully seated 16-carriage China Railway High-speed train," said Xie Heping, R&D designer of XCMG's mining machinery projects.

The XCMG R&D team has tackled several globally leading key core technologies, such as intelligent variable frequency traction, high-torque wheel hub drive, cab roll protection, anti-fatigue design of large load-bearing components, and more.

Elektro Dumper

That being said, the Elektro Dumper (eDumper) by German manufacturer Kuhn Schweitz is officially recognized as the world's largest electric dump truck.

Modeled on the Komatsu HB 605 truck, eDumper is 30 feet long, 14 feet wide, and 14 feet tall with six feet-high tyres and dump bed that spreads up to 28 feet when fully extended.

UK Firm Unveils Design of Nairobi Railway Station

UK design company Atkins Global has unveiled the final design of the proposed Nairobi Central Railway Station, in a move that has pushed forward the much-delayed project.

Atkins was commissioned by the Kenyan government to design the Rail Transit System (RTS) for the Nairobi Railway City. The scope of work involved the design of the railway station and associated public grounds – which would provide the masterplan for the development.

The RTS project was initiated by President Uhuru Kenyatta who requested UK's support when he met Prime Minister Boris Johnson in London in Jan. 2020.

On Thursday, the final design of the station was unveiled in Nairobi in an event graced by Jonathan Black, the deputy national security advisor to the UK Prime Minister.

Mr Black termed the project "a reflection of the growing strength of the UK's infrastructure offer to Kenya, and our commitment to delivering sustainable infrastructure investment".

The RTS contract is the first major local deal for Atkins, which acquired Kenyan engineering company Howard Humphreys East Africa in March 2016 in a strategy aimed at making Nairobi its African hub for property, energy and infrastructure deals.

The budget for phase one is estimated at Sh28.7 billion. This phase will involve setting up the inter connectivity between the current railway station and outlying facilities.

The development will be fully funded in a Public-Private-Partnership (PPP) deal with the UK Export Finance through collaboration with the Railway City Development Authority, Kenya Railways Corporation, and the Nairobi Metropolitan Services.

"We are in the process of finalising the MoU and around July we will be hitting the ground," Joseph Njoroge, principal secretary of the State Department of Transport said.

425 acres

The project involves construction of a 425-acre urban development on the area between Haile Sellasie Avenue, Uhuru Highway and Bunyala Road – comprising transit stations, residential and commercial buildings among other features.

The Nairobi Railway City, which is part of the Nairobi Integrated Urban Development Plan, will take up 292 acres of land currently serving as the Nairobi Railway Station.

The proposed development site sits on the Nairobi Central Railway Station, the marshalling yard and the Kenya Railways Pension Scheme Land, commonly known as Landimawe.

It stretches to the locomotive and wagons workshops and the section of Nairobi's Industrial Area that edges the southern boundary of the Nairobi Railway Station.

The project will be implemented in phases for 20 years, with the first phase due for development between 2022 and 2030.

Phase one of the project includes the Central Railway Station and a commercial complex with two towers of 5,000 square metres each. It will also have 700 residential units, 70% of which will be affordable houses with the rest being high-end homes.

Details of how the investors will make money are yet to be made public, but there are reports that social houses have been primed as a key revenue stream for investors, which implies the amenities will be rented out for tens of years.

Japan, Kenya Sign Sh5bn Deal for Mombasa SEZ Project

Phase one of the Mombasa Special Economic Zone to begin in July.

The much-awaited implementation of the Mombasa Special Economic Zone is set to kick off next month following the signing of a Sh5.23 billion grant aid agreement for the execution of phase one of the project in Dongo Kundu area.

According to the Japan International Cooperation Agency (Jica), the money will be used to improve water supply facilities, rainwater drainage channels, and land situated within the Mombasa Special Economic Zone Development Master Plan that is formulated with the cooperation of the agency.

"This project is expected to increase private investment and promote logistics in Africa, and will contribute to the achievement of SDGs (Sustainable Development Goals) Goal 8 (Decent work and economic growth)," Jica said in a press statement. The Kenya Ports Authority (KPA) acting managing director John Mwangemi and Jica officials led by Naota Mukai signed the deal earlier this month, marking the start of the project that will be completed in 30 months.

Mr Mwangemi said the project will, among other things, include construction of new road infrastructure and linking of the standard gauge railway to the port of Mombasa to improve transportation of cargo to and from the harbour.

KPA is the executing agency for the Mombasa Special Economic Zone, which is also known as the Dongo Kundu Special Economic Zone.

The Mombasa Special Economic Zone (SEZ) Development project will be implemented with funding from Jica – structured as a Sh6.6 billion grant and a Sh5.5 billion concessional loan that is payable in 30 years.

The project will include the creation of a free trade zone, a free port, logistics centre, and a super industrial zone where large freight companies will be allocated land to set up yards.

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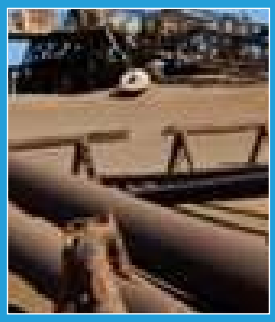

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