

PROJECTS

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MAGAZINE



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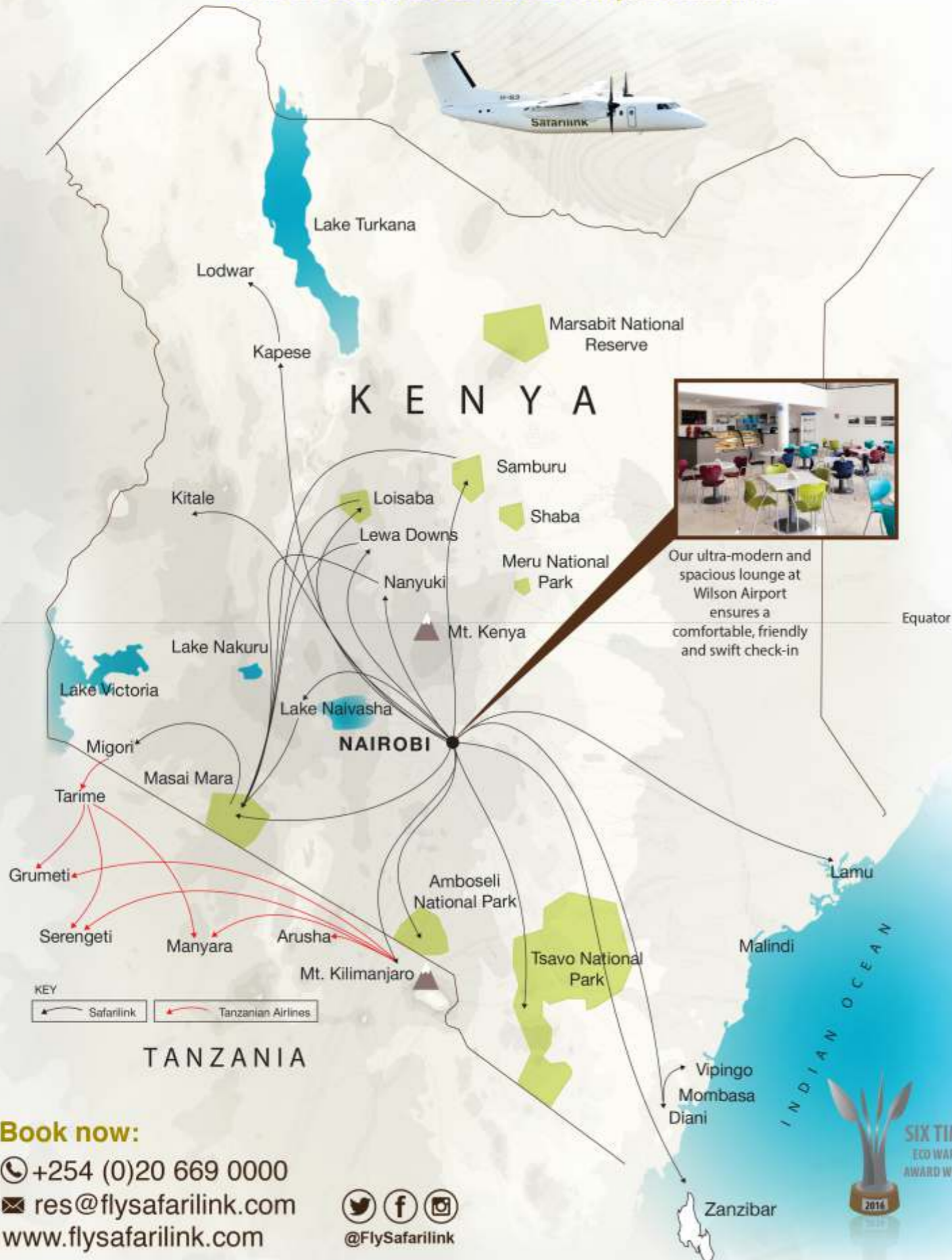


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President Kenyatta inspects Kipevu oil terminal in Kenya



Kipevu Oil Terminal (KOT) Project is a modern terminal being developed by Kenya Ports Authority in Mombasa, Coast, Kenya. The project's contractors include China Road and Bridge Corporation (EPC) and CCCC Fourth Harbor Engineering Co Ltd.

China Communications Construction Company (CCCC) is putting the finishing touches on the New Kipevu Oil Terminal in Mombasa – with the facility set for a dry run test in March.

The Sh40 billion terminal will enable the port of Mombasa to handle bigger volumes of fuel products while breathing a new life to a facility that has existed for over 50 years.

Speaking during an inspection tour of the project on Thursday, President Uhuru Kenyatta said the project is the largest of its kind in Africa, with a capacity to handle up to four extra large vessels carrying all categories of petroleum products.

The existing terminal can only handle a single medium-size vessel at a time.

“This project is a gamechanger because it will help the country salvage Sh2 billion lost from demurrage due to long queues of vessels waiting to dock,” President Kenyatta said.

Work on the Kipevu Oil Terminal project has been underway since February 2019 as the government seeks to supplement the two existing facilities at Shimanzi and the old Kipevu terminal, which are too small to handle large quantities of imported oil and gas.

On completion, the new oil terminal will have four berths capable of handling the importation and exportation of crude oil, heavy fuel oil, aviation fuel, petrol, and diesel.

The New Kipevu Oil Terminal will handle



to four vessels with a Dead Weight Tonnage (DWT) of 200,000 and an LPG line that is hoped to stabilise gas supply in the country.

The facility, which is fully financed by the Kenya Ports Authority (KPA), is a one offshore island terminal with four berths – 770 metres long – and one work boat wharf for landing.

It will have undersea and on-land pipelines that will connect it to Kipevu storage facilities.

The existing terminal, which handles 90% of petroleum products into Kenya and in transit to Uganda, Rwanda and Burundi, can only manage 35,000 tonnes of cargo at a time.

Construction of the terminal was scheduled to end by August 2021 but this has been derailed by the onset of the Covid-19 pandemic in 2020 – pushing the timeline to March.

“Delivery of material used in the construction was affected and the site was closed for several weeks when the pandemic struck. We are however making progress,” KPA said in May 2021.

Kipevu Oil Terminal scandal
The project has had its share of troubles.

In September 2019, the Ethics and Anti-Corruption Commission (EACC) summoned top officials at KPA who had allegedly inflated the cost of the project by Sh28 billion.

People familiar with the matter said the project was initially estimated to cost Sh12 billion, which was later raised to Sh25 billion and then Sh40 billion.

At the centre of the probe was the award of construction tender to CCCC despite the company having not fulfilled the conditions set in the KPA's bid document.

Sources at the EACC told the media that investigations revealed that the cost was inflated threefold and designed with an intention to steal taxpayer money.

High profile arrests were made and several cases are still pending in court.

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Work on Sh24bn Karimenu Dam Set to Be Over by May



Construction of Sh24 billion Karimenu 2 Dam is well underway in Gatundu North, Kiambu County, with the Chinese contractor now racing to complete works on the site by May.

The Karimenu 2 Dam, which is located 50km west of Thika town, has been under construction since April 2019, although the project has stalled several times following

protests by residents over unsettled compensation

In August 2020, angry citizens who were yet to receive compensation for their ancestral land expelled the contractor and threatened to occupy the site until they were compensated.



The disgruntled residents who were affected by phase two of the project accused the builder of encroaching on their land and beginning excavation works without their consent.

In phase one of the project, locals held protests that ended in the ejection of the contractor from the site – derailing a project that is expected to boost water supply in the Thika, Juja, Ruiru, and parts of Nairobi.

The issues have since been resolved.

The Karimenu II Dam, which is being built on a 600-acre parcel of land, is jointly funded by the Government of Kenya and the China Exim Bank.

The project is being implemented through a joint venture between International Holding Corporation and the Shanghai Municipal Engineering Design Institute.

The 26,540,000 cubic meter-dam was to be completed by December 2020 after three years of work according to a deal signed by the stakeholders in May 2017.

The Karimenu 2 Dam project involves the laying of more than 60km of water pipes and the construction of 23,500 cubic meters and 3,000 cubic meters reinforced concrete tanks in Ruiru and Juja respectively.

On completion, Karimenu 2 Dam, which will have a height of 59 metres, will supply an estimated 70 million litres of water on a daily basis for irrigation and domestic use.

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Tanzania signs US\$ 2bn agreement with Yapı Merkezi for construction of the 3rd phase of Tanzania SGR Project



Tanzania signed a contract with Turkish firm Yapi Merkezi to build a 368 km section of standard gauge railway that is expected to cost \$1.9 billion and will be funded by loans.

It is part of a 1,219 km line which Tanzania is building to help boost trade with neighbouring countries and Yapi Merkezi is already building two other sections which are near completion.

The section announced on Tuesday will link Makutupora with Tabora, two towns in the country's central region, Masanja Kadogosa, director general of Tanzania Railway Corporation (TRC), said in a televised ceremony.

The full line will connect Tanzania's Indian Ocean port and commercial capital of Dar es Salaam with Mwanza, a port city on the shores of Lake Victoria which straddles the borders of Tanzania, Uganda and Kenya.



President Samia Suluhu Hassan said at the ceremony that Tanzania would borrow to finance the project.

"We will find friendly loan facilities and the best ways to get loans. We won't get this money from levies or from domestic taxes," she said, adding they were giving priority to the project because it connects Tanzania to its regional neighbours.

The east African country is currently implementing mega infrastructure projects to support its industrialisation plans including a controversial 2,115 megawatt hydroelectric dam being built in a UNESCO world heritage site.





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Tshwane Automotive Special Economic Zone (TASEZ) Project Nears Completion



The traffic impact assessment for the greater Tshwane region affected by the expansion of the Tshwane Automotive Special Economic Zone (TASEZ) has been enlarged and revised by consulting engineering and infrastructure advising firm Zutari. According to the traffic impact assessment, eight key road junctions need to be rebuilt.

Last year in March, Zutari was selected to deliver civil engineering services for the Tshwane Automotive Special Economic Zone Phases 1 and 1A. Water and sewer bulk infrastructure design, the bidding process, and overall construction management; bulk earthworks, including needed retaining walls, exterior roads upgrades, and stormwater drainage; and all in-house services for the project were among the services provided.

At the time of Zutari's tenure, both stages were undeveloped. Some preliminary investigations were in place at the time, including a traffic impact assessment for a portion of the region, a bulk services investigation report, and a preliminary geotechnical investigation report, which the firm could use, according to Zutari professional civil engineering technologist Jaco Kriek. Zutari's submission of the requisite drawings to the Department of Water and Sanitation aided in the approval of the water usage license.

Designs, Tendering and Construction Plans The designs, tendering, and building of earthwork platforms and retaining walls for both phases OF THE Tshwane Automotive Special Economic Zone are complete, as are the designs and tendering for exterior roadways with accompanying stormwater and bulk water supplies. Zutari has been in





charge of site monitoring and administration on a full-time basis.

In-house services such as sewage, water, fire water, roadways, and stormwater were designed and tendered for both stages, with Zutari also providing full-time site supervision and administration.

Construction has begun, and Phase 1 is nearing completion. Most suppliers' top structure building is well progressed, and several are now functioning. The plans for the intersection renovations are finished, and the building phase is anticipated to start soon.

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Zanzibar to construct the largest hotel in East and Central Africa and the second tallest skyscraper in Africa



Construction on the long awaited Sh15 billion Barpelo-Tot-Marich Pass road project will start in January, 2022, Kenya National Highway Authority (KeNHA) Board Chairman Wangai Ndirangu has announced.

Eng Ndirangu said that the 43 kilometres (B 17) road linking Baringo, Elgeyo Marakwet, West Pokot and finally South Sudan will go a long way in opening up the region bedeviled with cattle rustling and banditry menace for socio-economic development.

The KeNHA board chair made the announcement during a stakeholder’s consultative meeting held at a hotel in Marigat, Baringo County which was convened to discuss construction of the road.

The Chairman stated that the Northern

Corridor project set to take three years once completed will shorten the distance between Nakuru, Lodwar and beyond by 70 kilometres thus save travelers the agony of having to pass through Kapenguria and Eldoret enroute to Nairobi.

“This is government fulfillment of the promise to the people of North Rift to open up the road all the way from Nakuru through Marigat, Chemolingot to Marich Pass and onwards to South Sudan. It is a very important corridor for us because it also connects Tanzania through Kerio Valley,” Ndirangu noted.

The multibillion project, he noted, apart from spurring development in the horticultural rich Kerio Valley known for highly valued mangoes, bananas, vegetables

and livestock products, it will also help eradicate deep rooted cattle rustling activities which for decades has frustrated peaceful co-existence among various communities.

He added that the tarmacking of the critical road passing through the arid and semi-arid pastoralist inhabited area, is set to help communities in the region contribute rightfully to the economic development and prosperity of the country.

“As part of peace building efforts, we are going to construct peace museums at Barpelo and Kubasi River just to celebrate cultures of the people living within the three counties,” he added.

Ndirangu said that they intend to establish a free and ample parking bays for heavy commercial vehicles plying the route at Barpelo, Tot and Sigor as part of the authority’s corporate social responsibility and as a way of encouraging safe behaviour by truck drivers so that after a long trip, they are able to take a rest before proceeding.

“We expect the road once completed to promote the development of commercial and market centres along the route right from Chemolingot to Sigor and thus create employment opportunities to local youth,” he stated.

Baringo Senator, Gideon Moi, who graced the occasion, lauded the government for funding the road project saying it will open

up the region especially Tiaty Constituency which for a long time has remained closed since colonial period hence enhance economic activities.

“Apart from the road, they are going to construct some feeder roads that will help in rapid response when situations arise. We are confident that with the opening of the road network, the lives of our people will change and this will open up Baringo with its abundant resources and help gain access to other areas,” Moi said.

Governor Kiptis in his address said that the County Government as part of its contribution will give out waiver for construction materials available within the region.

“Materials are just from within and we have decided to give out the waiver, and have requested the contractors to dig water pans along the roads as a way of giving back to the society,” Kiptis insisted.

Tiaty MP, William Kamket, said that the construction of the Northern Corridor road will help in resolving decades long issues of banditry and promised that his constituents will cooperate to ensure the project gets completed in time.

Among leaders who attended the stakeholder’s consultative forum included Deputy Governor Jacob Chepkwony, Area County Commissioner, Henry Wafula, and host of members of county assembly.

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List of Top Construction Projects in Kenya – 2022

This annual inventory of mega construction projects in Kenya is produced by CK to assist investors to identify and pursue potentially lucrative business opportunities.

The platform mainly focuses on projects valued at Sh10 billion or more that are either underway or recently announced. Project data is gathered from public information sources.

While efforts have been made to obtain the most recent information, users of this resource should know that projects are constantly being re-evaluated by their owners.

Some of the mega construction projects in Kenya in 2022 include:-

1.) Lapsset – Arguably Kenya’s most ambitious venture, the Sh2 trillion Lamu Port-South Sudan-Ethiopia-Transport Corridor project is hoped to boost economic activities and double the country’s GDP.

Its main components include Lamu Port, Lamu-Ethiopia-South Sudan highway, Lamu-Juba-Addis Ababa railway, oil refinery and a 2,240km pipeline linking oil fields in South Sudan to the refinery at Lamu Port.

It also includes construction of three resort cities at Lamu, Isiolo and Lokichoggio, construction of airports in the resort cities and development of a 1,100MW power line and a 185km water supply line.

2.) Kipevu Oil Terminal – The facility, whose construction is underway in Mombasa, will be ready by March – enabling bigger volumes of fuel products to move in and out of Kenya.

On completion, the New Kipevu Oil Terminal will have four berths capable of handling the importation and exportation of crude oil, heavy fuel oil, aviation fuel, petrol, and diesel.

3.) Mega Dams – Since April 2013, various government agencies have signed or announced more than Sh700 billion worth of dam construction projects across the country.

Several mega dams are currently under construction at a cost of Sh143 billion.

These include Sh37 billion Thwake Dam in Kitui/Makueni counties, Sh28 billion Itare Dam in Nakuru County, Sh24 billion Karimenu Dam in Kiambu County, and Sh5 billion Siyoi Muruny in West Pokot County.

4.) Northlands City – The Kenyattas are undertaking a project that will culminate in 11,000-acre estate comprising residential and commercial units hosting about 250,000 people.

Dubbed Northlands City, the development that is estimated to cost Sh500 billion, will occupy an 11,576-parcel of land in Ruiru – about 15km from the Nairobi city centre.



Northlands City

5.) Standard Gauge Railway – Construction of the Mombasa-Malaba standard gauge railway was launched by President Uhuru Kenyatta on November 28, 2013.

Phase one of the project – from Mombasa to Nairobi was completed in 2017 at a cost of Sh327 billion. Phase 2A, from Nairobi to Naivasha, was concluded in 2019 at Sh150 billion.

However, the project has since been put on hold due to lack of finances.

6.) Tatu City – Construction of a 2,500-acre mixed-use development in Ruiru, got underway in 2014 after legal battles that had put the Sh220 billion project on hold for four years.

Tatu City, promoted as Kenya’s first privately managed city, was launched in October 2010 but stalled shortly after due to land ownership wrangles. The issues have since been resolved.

7.) Konza Technology City – The planned construction of a Sh1.5 trillion “Silicon Savannah” in Machakos County was identified as one of the key drivers of Vision 2030.

However, the project has not made any progress since its ground breaking in 2013 except for construction of the headquarters of the Konza Technopolis Development Authority.

8.) Nairobi-Mombasa Expressway



– Four years after Kenya signed a deal with

US firm Bechel for construction of a Sh300 billion expressway between Nairobi and Mombasa, the two parties are yet to agree on how to finance the project despite a series of high-level talks.

Kenya wants the 473km road to be built through the Public Private Partnership (PPP) model while Bechel is opposed to the model which it says will cost Sh540 billion over next 25 years.

9.) Nairobi Expressway



– Construction is underway on the proposed 27km Nairobi Express Highway, which is meant to ease traffic congestion in Nairobi.

The highway, which is being built by China Road and Bridge Corporation (CRBC), begins at Mlolongo, connects JKIA to the CBD, and then ends at James Gichuru in Westlands.

CRBC is building the road on a public-private partnership (PPP) basis, with a concession period of 30 years – including three years of construction.

10.) Kenol-Isiolo Road – Plans for the dual carriageway received a major boost in July 2020 following the start of the Sh16 billion Kenol-Marua segment of the road project.

The 219km highway, which will be built in two segments: Kenol-Marua (84km) and

Marua-Isiolo (135km), is scheduled for completion by December 2023.

11.) Lamu-Garissa Road – South African firm Raubeck Construction was hired to carry out the construction to bitumen standards of a 530km highway from Lamu to Isiolo via Garissa.

The Lamu-Isiolo Road, which is the first section of the Lamu Port South Sudan Ethiopia Transport (Lapsset) corridor project, will be completed in four years at a cost of Sh62 billion.

12.) Mau Mau Road – Construction of a 540km road that seeks to honour the role of Mau Mau freedom fighters in the liberation of Kenya from colonialists is underway, offering three central Kenya counties a new artery into Nairobi.

Christened Mau Mau Road, the highway will start at Gataka in Limuru, and then pass through Kamahindu and Kibicho in Kiambu before negotiating its way through Kinyona in Kigumo and Ichichi in Murang'a.

13.) Nairobi GTC



– The topping out of the Nairobi GTC Office Tower, the tallest of the six towers of the Sh40 billion Global Trade Centre, has added a new entrant in the list of Kenya's tallest buildings.

The 184-metre, 43-storey office block is expected to be the Africa headquarter for Chinese firm Avic, which is seeking to set up its continental hub on a 7.5-acre piece of land in Westlands, Nairobi.

14.) The Pinnacle Hilton – Inaugurated in May 2017, the project comprises a 5-star hotel and a 300 metres high office block that will overtake Leonardo in Sandton, South Africa, as Africa's tallest building.

The 255-room Hilton Nairobi Upper Hill will be hosted on the 45-storey wing, while the 70-storey wing will comprise Grade A commercial offices and a luxury shopping mall.

The Pinnacle Hilton has been put on hold after running into legal issues.

15.) Turkana-Lamu Pipeline



– British energy services firm Wood Group Plc has completed design work for a massive pipeline that will move crude oil from Lokichar fields in Turkana to the port of Lamu.

The company, which was in March 2018 appointed by Kenya to undertake the Front End Engineering Design for the 824km pipeline, has delivered two design options.

The first option comprising a pipeline with onshore storage facilities will cost Sh120 billion – while one with floating storage will cost Sh110 billion.

16.) Mau Summit Road – Construction of a toll highway from Nairobi to Mau Summit is expected to begin following the signing of a deal between Kenya and Rift Valley Connect – a consortium made up of Vinci Highways

SAS, Meridian Infrastructure Africa Fund, and Vinci Concessions SAS.

The Sh180 billion project will involve expansion of the 180-kilometre road into a four-lane dual carriageway from Rironi in Limuru to Mau Summit in Nakuru County.

17.) Nairobi Railway City – After nearly a decade of waiting, the government has released a master plan for the proposed Nairobi Railway City, which seeks to decongest the city centre.

The venture that was announced in 2010, 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.

18.) Dongo Kundu Bypass – A Japanese consortium, Fujita Corporation-Mitsubishi Corporation, is undertaking works on phase two of Dongo Kundu Bypass in Mombasa.

The 8.96-km dual carriageway project, expected to cost Sh25 billion, involves construction of an interchange at the Likoni-Lunga Lunga highway and erection of two bridges: one at Mwache – spanning 660 metres, and another at Mteza straddling 1,440 metres.

19.) Mombasa Gate Bridge – The Kenya National Highways Authority has developed a detailed design for the Sh85 billion Mombasa Gate Bridge, with works expected to begin soon.

20.) Mombasa Container Terminal – Toyo Construction Co. Ltd. of Japan is undertaking phase two of expansion of the port second container terminal, a development set for completion this year.

Toyo is enlarging the second terminal to enable it handle an extra 450,000 twenty-foot equivalent units (TEUs), thereby

pushing up the port's capacity to 2.1 million TEUs.

21.) Nairobi Mass Transport System – Kenya has been planning to put in place a Sh35 billion mass public transport system in a bid to bring order into the Nairobi transport sector.

The project, which is funded by the World Bank (Sh25.2 billion) and the government (Sh9.8 billion), was scheduled to begin in 2017 but that did not happen for some weird reasons.

22.) Mai-Mahiu Suswa Road – The government is set to redesign and reconstruct 41km road from Maai Mahiu to Suswa in a bid to end recurrent disruption and rerouting of traffic during the rainy season.

22.) Kiambu-Mang'u-Thika Road – KeNHA is set to undertake a Sh10.78 billion project that will see sections of a road that connects Kiambu Road to Thika Road upgraded into a dual carriageway

23.) Palm Exotica – The Sh23 billion project, which seeks to deliver a 61-floor luxury hotel in Watamu, Kilifi County, is in limbo after Nema declined to approve the venture, citing the project's failure to comply with zoning plans.

24.) Tana River Nuclear Plant – The Nuclear Power and Energy Agency (NuPEA) is seeking regulatory approval for construction of a Sh540 billion nuclear power plant in Tana River.

25.) Bomas-Rongai Dualling – Synohydro Construction Ltd has been hired to convert Bomas-Ongata Rongai-Kona Baridi road into a dual carriageway in a move aimed at reducing traffic jam on the stretch.

The Chinese company was in 2019 awarded the contract to dual the 22.65km stretch of the road through a performance based

2 maintenance contract that gives it up to 10 years for maintenance and repairs.

6.) Eastern, Northern Bypass Dualling – The planned expansion of Eastern and Northern Bypass roads is finally underway, with works ongoing for the Eastern Bypass.

The contractor, China Communication Construction Company, has already moved to the site – with construction work now underway at Utawala in Embakasi.

27.) Nairobi Western Bypass – Construction is underway on the Nairobi Western Bypass, a Sh17 billion highway that seeks to ease traffic congestion in the city.

The 16.79km highway, which is being undertaken by China Road and Bridge Corporation, kicks off at Gitaru on the Nairobi-Nakuru highway and links the Southern Bypass in Kikuyu.

28.) Mombasa Port Expansion – The Kenya Ports Authority has floated a Sh20 billion plan to upgrade four berths at the port to handle cargo that is not packed in containers.

The port of Mombasa, ranked Africa's fifth busiest harbour after Morocco's Tangier Med, Egypt's Port Said, South Africa's Durban and Nigeria's Lagos, is eyeing position three.

29.) JKIA-Rironi Highway – Construction of the Jomo Kenyatta International Airport (JKIA)-Rironi highway is currently underway at a cost of Sh59 billion.

The project will be completed in three stages starting with phase one (6.5km), which runs from JKIA to Likoni Road and the Southern bypass interchange. It will cost Sh8 billion.

30.) Kapchorwa- Suam Road – Construction is underway on the Kapchorwa-Suam road, which links Uganda's eastern district of Kapchorwa to Suam – the border post with Kenya.

The Sh10.5 billion road, which is nearing completion, is financed through loans from the African Development Bank (AfDB) and the African Development Fund (ADF).

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Open hours
Monday – Friday 08:00-17:00
Saturday 08:30 – 13:00

Sales, repairs and hire of Hilti Tools