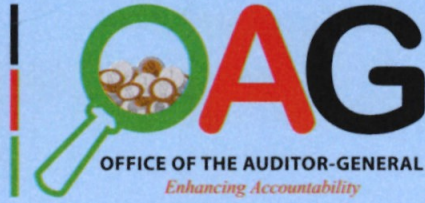


REPUBLIC OF KENYA



PARLIAMENT
OF KENYA
LIBRARY

REPORT

THE NATIONAL ASSEMBLY
PAPERS LAID

DATE: 01 APR 2026 DAY: Wed

TABLED BY:	Hon. Naomi Wager MP Deputy Majority Whip
CLERK-AT-TABLE:	Mado Miriam

OF

THE AUDITOR-GENERAL

ON

**NAIROBI METROPOLITAN AREA
TRANSPORT AUTHORITY**

**FOR THE YEAR ENDED
30 JUNE, 2025**



OFFICE OF THE AUDITOR GENERAL
P.O. Box 30084 - 00100, NAIROBI
RECORDS OFFICE
18 NOV 2025
RECEIVED



THE NAIROBI METROPOLITAN AREA TRANSPORT AUTHORITY



ANNUAL REPORT AND FINANCIAL STATEMENTS FOR THE FINANCIAL YEAR ENDED 30TH JUNE 2025

Prepared in accordance with the Accrual Basis of Accounting Method Under International Public Sector Accounting Standards (IPSAS)

Table of Contents	Page
1. Acronyms and Definition of Key Terms	ii
2. Key Authority Information and Management	iii
3. The Board of Directors	ix
4. Profiles of Accounting Officer and Key Management	xxii
5. Statement by the Chair of the Board.....	xxix
6. Statement by the Accounting Officer	xxxii
7. Statement of Performance Against Predetermined Objectives for FY2024/25.....	xxxiv
8. Governance Statement	xxxix
9. Management Discussion and Analysis	xlv
10. Environmental and Sustainability Reporting.....	liii
11. Statement of Management Responsibilities.....	lvii
12. Report of the Independent Auditor for the Nairobi Metropolitan Area Transport Authority.....	lix
13. Statement of Financial Performance for the year ended 30 June 2025	1
14. Statement of Financial Position as at 30 June 2025.....	3
15. Statement of Changes in Net Assets for the year ended 30 June 2025.....	5
16. Statement of Cash Flows for the year ended 30 June 2025	6
17. Statement of Comparison of Budget and Actual amounts for the year ended 30 June 2025	8
18. Notes to the Financial Statements.....	12
19. Appendix.....	66

1. Acronyms and Definition of Key Terms

A: Acronyms and Abbreviations

<i>BRT</i>	<i>Bus Rapid Transit</i>
<i>CS</i>	<i>Cabinet Secretary</i>
<i>PS</i>	<i>Principal Secretary</i>
<i>CBK</i>	<i>Central Bank of Kenya</i>
<i>ICPAK</i>	<i>Institute of Certified Public Accountants of Kenya</i>
<i>IPSAS</i>	<i>International Public Sector Accounting Standards</i>
<i>NMA</i>	<i>Nairobi Metropolitan Area</i>
<i>NaMATA</i>	<i>Nairobi Metropolitan Area Transport Authority</i>
<i>MRTS</i>	<i>Mass Rapid Transit System</i>
<i>OCOB</i>	<i>Office of the Controller of Budget</i>
<i>OAG</i>	<i>Office of the Auditor General</i>
<i>OSHA</i>	<i>Occupational Safety and Health Act of 2007</i>
<i>PFM</i>	<i>Public Finance Management</i>
<i>PPE</i>	<i>Property Plant & Equipment</i>
<i>PSASB</i>	<i>Public Sector Accounting Standards Board</i>
<i>SAGAs</i>	<i>Semi-Autonomous Government Agencies</i>
<i>SC</i>	<i>State Corporations</i>
<i>TNT</i>	<i>The National Treasury</i>
<i>WB</i>	<i>World Bank</i>

B: Definition of Key Terms

Fiduciary Management- Members of Management directly entrusted with the responsibility of financial resources of the organisation.

2. Key Authority Information and Management

(a) Background information

Kenya has practiced traditional models of city development without effective transport and proper land use planning. In 2003, an inter-agency committee was formed by the then Minister for Transport to address problems affecting all sub-sectors of transport in the country. The committee came up with an Integrated National Transport policy that was approved by the Cabinet in 2009 and by Parliament as Sessional Paper No. 2 of 2012. Among other recommendations was the development of a Mass Rapid Transit System (MRTS) comprising Bus Rapid Transit, Light Rail, Metro System, and an elaborate non-motorized transport network, and to carry out the integrated transport agenda with the Nairobi Metropolitan Area, the establishment of the Nairobi Metropolitan Area Transport Authority (NaMATA). This recommendation was anchored in the Vision 2030 and subsequent Medium-Term Plans.

This led to the signing of an MOU to establish NaMATA on 21st October 2014 between the Governors of the five NMA Counties of Nairobi City, Kajiado, Kiambu, Machakos, and Murang'a and the Cabinet Secretary for Transport and Infrastructure. This paved the way for the establishment of the Nairobi Metropolitan Area Transport Authority (NaMATA) steering Committee through Gazette Notice No. 1093 of 20th February 2015, supported by a secretariat

In February 2017, the Nairobi Metropolitan Area Transport Authority (NaMATA) was established by an Executive Order by His Excellency the President through Legal Notice No. 18 of 17th February 2017.

(b) Mandate

The Authority shall oversee the establishment of an integrated, efficient, effective, and sustainable public transport system within the Metropolitan Area.

Principal Activities

Develop a sustainable, integrated public transport strategy for the Metropolitan Area. _

Develop a sustainable urban mobility plan for the Metropolitan Area derived from the strategy.

Formulate and oversee the development of a sustainable, evidentially based, Integrated Mass Rapid Transit System Strategy;

Plan, regulate and coordinate the supply of adequate and effective Mass Rapid Transit System;

Formulate and implement programmes and policies for the overall improvement of public transportation systems within the Metropolitan Area

Provide an enabling environment for orderly and structured development of the mass transit system, including both bus rapid transit and commuter rail within the Metropolitan Area;

Coordinate with other government agencies and other parties for the development and operation of transport infrastructure, facilities and works necessary for the discharge of the functions of the Authority;

Develop an inventory and undertake continuous evaluation of the declared road network status within the Metropolitan Area;

Formulate strategies to ensure overall improvement in traffic flow, planned and programmed traffic engineering, and traffic management works within the Metropolitan Area;

Ensure optimal utilisation of intermodal means of transport, including air, road, rail, and non-motorised transport, and any other modes targeting mass movement within the Metropolitan Area;

Assist in poverty alleviation by increasing economic efficiency through lower transport costs and prices within the Metropolitan Area; - improve the environmental sustainability of the transport system in the Metropolitan Area;

Facilitate the integration of transport and land use planning in the Metropolitan Area; - Make better use of existing road space for all modes and reduce the need for the construction of new roads within the Metropolitan Area;

Regulate both on street and off-street parking on declared corridors and impose fees and penalties with respect thereto;

Conduct studies and research for, amongst other things, identification of the Mass Rapid Transit System routes, corridors, network and service levels;

Develop appropriate and sustainable funding mechanisms in order to achieve the objectives of the Authority; and

Perform any other functions vested upon the Authority under the Nairobi Metropolitan Area Transport Authority Order.

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

Vision Statement of the Authority

A safe, reliable, affordable, and seamless public transport system.

Mission Statement of the Authority

To transform the quality of life through the delivery of an integrated and sustainable public transport system within the Nairobi Metropolitan Area.

Core Values

- Integrity
- Customer focus
- Innovativeness
- Inclusivity
- Teamwork
- Professionalism
- Transparency

(c) Key Management

The Authority's day-to-day management is under the following key organs

- Board of Directors
- Director General
- Directorates

(d) Fiduciary Management

The key management personnel who held office during the financial year ended 30th June 2025 and who had direct fiduciary responsibility were:

No	Designation	Name	Date of Appointment
1	Director General	Eng. Francis Gitau	1 st Nov 2023
2	Corporation Secretary & Legal Services	Ms. Connie Ngachu	5 th Sep 2022
3	Director Projects & Programs	Dr. Eng. John Githui	5 th Sep 2022
4.	Director Corporate Services	Mr. Joab Logemere	3 rd June 2024
5.	Deputy Director Human Resources & Administration	Ms Judith Mukoma	5 th Sep 2022
6	Deputy Director Corporate Policy, Research and Strategy	Dr Dominic Omboto	5 th Sep 2022
7	Deputy Director Finance & Accounts	CPA Brian Kiptoo	3 rd June 2024
8	Deputy Director Supply Chain Management	Ms Soila Shunet	3 rd June 2024
9	Deputy Director ICT	Mr Patrick Owuor	5 th Sep 2022

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

No	Designation	Name	Date of Appointment
10	Deputy Director Internal Audit	CPA Willys Orwe	1 st Oct 2024
11	Deputy Director Corporate Communication	Ms Olivia Mengich	3 rd June 2024
12	Deputy Director Network Management	Eng. James Mwaniki	1 st April 2025
13	Deputy Director Infrastructure Development	Eng. Kelvin Ndangili	1 st April 2025

(e) Fiduciary Oversight Arrangements

Committee	Members	Function
HUMAN RESOURCE AND ADMINISTRATION COMMITTEE	<ol style="list-style-type: none"> 1. Ms. Anna Robai 2. Ms. Annastacia Musyimi 3. Mr. Brian Mulama <i>(Period ended Monday, 5th August 2024)</i> 4. Mr. Ibrahim Auma 5. Eng. B.K Njenga 6. Mr. Michael Semera <i>(Period ended Tuesday, 30th July, 2024)</i> 7. Dr. Jacktone Achola 8. Ms. Ritah Ndunge 	Provide oversight on all Human Resources and Administration functions
TECHNICAL AND STRATEGY COMMITTEE	<ol style="list-style-type: none"> 1. Arch. Pius Macharia 2. Mr. Brian Mulama <i>(Period ended Monday, 5th August 2024)</i> 3. Mr. Ibrahim Auma 4. Ms. Ritah Ndunge 5. Eng. B.K. Njenga 6. Mr. Michael Semera <i>(Period ended Tuesday, 30th July, 2024)</i> 7. Dr. Jacktone Achola 8. Eng. Michael Muchiri 9. Mr. Wilfred Mwenda 10. Eng. Dominic Koskei 	Provide oversight on all Technical & Strategy functions.
AUDIT, RISK, COMPLIANCE AND GOVERNANCE COMMITTEE	<ol style="list-style-type: none"> 1. Wilfred Mwenda 2. Mr. Michael Semera <i>(Period ended Tuesday, 30th July, 2024)</i> 3. Dr. Jacktone Achola 	Provide oversight on all audit, risk and governance functions

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

	4. Arch. Pius Macharia 5. Ms. Beth Ndungu 6. Eng. Dominic Koskei 7. Ms. Anna Robai	
FINANCE AND GENERAL-PURPOSE COMMITTEE	1. Mr. Brian Mulama <i>(Period ended Monday, 5th August 2024)</i> 2. Mr. Ibrahim Auma 3. Ms. Beth Ndungu 4. Ms. Ritah Ndunge 5. Eng. B.K. Njenga 6. Ms. Annastacia Musyimi	Provide oversight on all finance and general-purpose functions.

(f) MDA Headquarters

P.O. Box 30117 - 00100
 32nd Floor Prism Towers, Upper Hill
 3rd Ngong Avenue
Nairobi, Kenya

(g) MDA Contacts

Telephone: (254) 020 -2734886
 E-mail: info@namata.go.ke
 Website: www.namata.go.ke

(h) MDA Bankers

1. Central Bank of Kenya
 Haile Selassie Avenue
 P.O. Box 60000
 City Square 00200
Nairobi, Kenya

2. **Other Banks**
 Kenya Commercial Bank
 Upper Hill Branch
Nairobi, Kenya

(i) Independent Auditors

Auditor-General
Office of the Auditor General
Anniversary Towers, University Way
P.O. Box 30084
GPO 00100
Nairobi, Kenya

(j) Principal Legal Adviser

The Attorney General
State Law Office and Department of Justice
Harambee Avenue
P.O. Box 40112
City Square 00200
Nairobi, Kenya

3. The Board of Directors



Hon. Benson Mutura
Board Chairperson

Hon. Benson Mutura holds a Bachelor's degree in Business Commerce from Kenya Methodist University and possesses additional certifications in governance, leadership, procurement, and ICT

He is a visionary and experienced political leader in Kenya, recognized for his commitment to public service, good governance, and grassroots development. With a leadership

career spanning over 20 years, Mutura has held several key positions, including serving as the Speaker of the Nairobi City County Assembly and as a Member of Parliament for Makadara Constituency.

Hon. Benson Mutura also served as the Acting Governor of Nairobi County, where he effectively led the county through a transitional period by ensuring operational continuity and overseeing the vetting process of the nominated acting governor.

Hon. Mutura's leadership is characterized by innovation, determination, and a strong dedication to the well-being of the people. He brings expertise in public speaking, problem-solving, policy formulation, and political strategy. His talent for articulating the social, political, and economic concerns of his constituents—and transforming them into practical, impactful programs—has distinguished him as a leader of integrity and vision.

Mr. Mohamed Daghar holds a Bachelor's degree in International Relations from the United States International University, Kenya, and a Master's degree in Peace, Conflict, and Development Studies from Universitat Jaume I in Spain. He brings extensive experience in safety and security matters.

Mr. Mohamed Daghar was appointed Principal Secretary of the State Department for Transport within the Ministry of Roads and Transport on Wednesday, 2nd November 2022. His responsibilities include formulating and implementing transport policies, developing regulatory frameworks for the sector, and supervising the execution of key transport programs and projects. These efforts aim to achieve the efficient, reliable, and integrated transport connectivity envisioned in Kenya's Vision 2030, across road, rail, air, and maritime modes of transport

As Principal Secretary in charge of State Department for Transport, he is responsible for providing guidance, direction and oversight on service delivery by The Nairobi Metropolitan Area Transport Authority (NAMATA)



Mr. Mohamed Daghar, Principal Secretary, State Department of Transport

During his tenure, he is expected to lead the State Department in implementing key infrastructure projects, including the development of a mass transit system in Nairobi, enhancement of airports and airstrips, expansion of seaports and inland water ports, advancement of the Nairobi Railway City and the Standard Gauge Railway, and the establishment of multimodal transport corridors. Additionally, he will oversee the revitalization of road transport services and safety, along with other projects of strategic national importance.

Alternate Member to PS, Transport – Eng. Michael Muchiri



**Dr. Chris K. Kiptoo, CBS
The Principal Secretary, The National Treasury**

Dr. Chris Kiptoo serves as the Principal Secretary at the National Treasury, a position to which he was appointed by President William Samoei Ruto on 1st December 2022. Since taking office, Dr. Kiptoo has played a leading role in advancing key economic initiatives, including fiscal consolidation, debt management—particularly concerning the Eurobond—expenditure rationalization, revenue mobilization, and the reform of state-owned enterprises (SOEs).

Dr. Chris Kiptoo is the immediate former Principal Secretary, Ministry of Environment and Forestry. Before that, he also served as a Principal Secretary at the State Department of Trade, Ministry of Industry, Trade & Cooperatives

In his working career, Dr. Chris Kiptoo has acquired a rich wealth of experience in economic policy analysis, mainly gained at the Central Bank of Kenya, Capital Market Authority and the International Monetary Fund, where he has served in various capacities. His expertise especially relates to the design and implementation of monetary policy; balance of payments and exchange rates; fiscal operations and policy; financial sector matters, including capital markets; national accounts/real sector and macroeconomic accounting, and modelling and forecasting.

Additionally, Dr. Chris Kiptoo has proven experience in environment and climate change policies, trade policy and regional integration, private sector development and advocacy, infrastructure development, institutional development of Government institutions and organisational management, all mainly gained at the Ministry of Environment and Forestry, State Department of Trade as well as Trade Mark East Africa.

Noteworthy, he also has four years of experience in economic policy coordination gained while working at the then Office of the Prime Minister.

Alternate Member to PS, The National Treasury – Beth Ndung’u

Mr. Charles Hinga is a Chartered Accountant (CA) and holds a Bachelor of Commerce (Accounting) degree from Kenyatta University as well as a Bachelor of Accounting Science (Honours) degree from the University of South Africa.

Mr. Charles Hinga is the Principal Secretary, the State Department for Housing and Urban Development (SDHUD) under the Ministry of Lands, Public Works, Housing, and Urban Development in the Government of Kenya. In this role, Charles leads the SDHUD team in undertaking housing policy management, management of various housing schemes for civil servants and disciplined forces, development and management of government pool housing, public accommodation lease and management, maintenance of the inventory of government housing property as well as development and management of affordable housing.

Prior to joining public service, Mr. Charles Hinga was a successful entrepreneur, establishing and running a group of companies with interests in Investment Banking, Project Finance, and township-based broadband telecommunications. Through this experience, Mr. Charles Hinga has developed skills in project design structuring, capital raising,



Mr. Charles Hinga
Principal Secretary, Housing and Urban Development

financial analysis, negotiations, and business case development for public-private partnerships.

In 2016, he was the recipient of the South Africa Professional Services Awards as the Consulting Professional of the year. The judges noted that he won this award for the well-articulated desire to make a difference, working through an offshoot of the consulting business that provides internet connectivity to the previously disadvantaged.

Alternate Member to PS, Housing – Eng. Benjamin Njenga



**Hon. Brian Mulama - Former
CECM- Transport, Roads & Public Works –
Nairobi County**

(Period ended Monday, 5th August 2024)

He is the County Executive Committee Member for Talent, Skills Development and Care - Nairobi City County
Director and Member of the Credit Committee of a Multi-Million Sacco - Lompasago Sacco Society.

Served as a County Executive Committee Member (CECM)- Mobility and Works.

Served as the Vice Chair of Nairobi Metropolitan Area Transport Authority (NaMATA)

Served as Nairobi City CECM For Talent, Skills Development, and Care. Served as Head of Operations at Subra Brands Company - Branding, Marketing, and Events Planning.

Served as a Machines Operator at Ramco Kenya - Printing Works.

Passionate about Community Empowerment

Hon. Ibrahim Nyangoya Auma is a Kenyan political administrator and government official who has played a significant role in shaping the country's governance and development. Born and raised in Kenya, Auma holds a Bachelor of Science in Information Sciences from Moi University and has completed numerous professional courses, including a Political Leadership Masterclass on Climate Change Governance under C40 Cities in Tshwane, South Africa.

In his government roles, Auma has demonstrated strategic leadership and project management capabilities. He served as the County Executive Committee Member (CECM) for Borough Administration and Personnel in Nairobi City County Government from September 2022 to July 2023, where he managed borough-level governance and strengthened service delivery across Nairobi's sub-counties.

Auma has also held the position of CECM for Green Nairobi, where he spearheaded comprehensive environmental sustainability initiatives, including waste management, afforestation, and climate change mitigation and adaptation. He demonstrated expertise in environmental conservation and sustainability, combined with GIS and data-driven decision-making skills, enabling him to address complex environmental challenges effectively.

Currently, Auma serves as the County Executive Committee Member (CECM) for Mobility and Works in the Nairobi City County Government, overseeing the city's transportation systems and infrastructure. His role focuses on enhancing non-motorized transport (NMT) and implementing



Mr. Ibrahim Auma - County Executive Committee Member in Charge of Mobility and Works, Nairobi City County.

sustainable public transportation solutions, in line with the Nairobi City County Transport Act of 2020. He has introduced new Public Service Vehicle routes to decongest the city and enhance access to the Central Business District (CBD).

Throughout his tenure, Auma has demonstrated his commitment to environmental sustainability, participating in climate-related conferences, including the Climate and Clean Air Conference 2024. He has also pledged to improve Nairobi's infrastructure, addressing concerns about poor road conditions and assuring residents that the county government is working to maintain roads to motorable standards despite limited funding.

Overall, Hon. Ibrahim Nyangoya Auma plays a pivotal role in driving Nairobi's development, with a strong emphasis on transportation, infrastructure, and environmental sustainability.



**Ms. Anna Robai
Independent Member**

Ms. Anna Robai Makawa serves as an Independent Board Member at the Nairobi Metropolitan Area Transport Authority (NaMATA), where she contributes her expertise in governance, strategic oversight, and human capital development. She holds a Bachelor’s degree in Human Resource Management and has an established track record in public service leadership.

A dedicated advocate for the empowerment of the girl child, Ms. Makawa actively supports initiatives that enhance access to education, mentorship opportunities, and safe spaces for personal growth. She is equally committed to

community programs that uphold family values and encourage positive youth engagement.

Guided by her vision of a Kenya where every child—particularly girls—can realize their full potential, she approaches her service with the guiding principle: “Doing small things with great love.”

Arch. Pius Macharia is a registered Architect by the Board of Registered Architects and Quantity Surveyors. He is a results-driven and highly experienced Senior Architect with over 15 years of expertise in designing and managing architectural projects of varying scales and complexities. Adept at translating client visions into innovative and sustainable architectural solutions. Proven ability to lead teams, collaborate with stakeholders, and ensure project success from concept to completion. Demonstrated proficiency in sustainable and environmentally conscious design principles.

As a senior architect, he has a track record of successfully leading teams through fostering creativity, and maintaining a collaborative atmosphere within teams. His leadership has resulted in efficient project execution and high client satisfaction. Arch. Pius Macharia has extensive experience that encompasses a wide range of projects, from residential to commercial and institutional.

He has a deep understanding of architectural principles, design trends, and emerging technologies.



**Arch. Pius Macharia -
County Executive Committee Member in
charge of Transport Murang'a County**

He is dedicated to sustainable design, consistently applying environmentally conscious principles that have resulted in projects achieving a 20% reduction in energy consumption, while integrating advanced sustainable materials and technologies.



Ms. Annastacia Musyimi
Independent Member

Ms. Annastacia Musyimi serves as an Independent Member of the Board of Directors at the Nairobi Metropolitan Area Transport Authority (NaMATA).



Mr. Dominic Koskei
Independent Member

Mr. Dominic Koskei is an Independent Member of the Board of Directors at the Nairobi Metropolitan Area Transport Authority (NaMATA).



Dr. Jacktone Achola - County Executive Committee Member in Charge of Transport, Kajiado County

Dr. Achola earned his PhD in Climate Change and Adaptation from the University of Nairobi in 2021, holds a Master of Arts in Project Planning and Management (2011), and a Bachelor of Veterinary Medicine (1987). His diverse academic qualifications, coupled with decades of hands-on experience, position him as a vital contributor to climate-responsive and development-driven public sector initiatives.

Dr. Jacktone Yala Achola is a seasoned public servant and development expert currently serving as a Board Director at the Nairobi Metropolitan Area Transport Authority (NaMATA). He brings over 35 years of extensive experience in public administration, policy implementation, and project coordination, particularly within the government and public infrastructure sectors

government and public infrastructure sectors.

He served in the Kenya Civil Service from 1987 to 2022, culminating his career as the County Director of Veterinary Services in the Ministry of Agriculture, Livestock Development, and Fisheries. His tenure in government included critical leadership roles that involved cross-sectoral coordination with national ministries, international agencies, and civil society organizations

In addition to his service at NaMATA, Dr. Achola currently serves as the County Executive Committee Member (CECM) for Roads, Public Works, Transport & Energy in Kajiado County, a position he has held since August 2024. Prior to this, he served as the CECM for Agriculture, Livestock, Fisheries & Irrigation in the same county from May 2023 to August 2024.

Dr. Achola has completed several senior leadership trainings, including the Strategic Leadership Development Programme (SLDP) and a Senior Management Seminar, further enhancing his capacity for governance, strategic planning, and effective leadership

He is highly proficient in both English and Swahili, with excellent communication and interpersonal skills. His strengths lie in project planning and management, public service delivery, and fostering collaborative efforts among diverse stakeholders. As a NaMATA Board Director, Dr. Achola contributes his wealth of experience to support the Authority's mandate of delivering integrated, efficient, and sustainable public transport systems across the Nairobi Metropolitan Area.



**Hon. Micheal Semera – Former -CECM -
Transport, Kajiado County**

(Period ended Tuesday, 30th July, 2024)

Hon. Michael Semera holds a Bachelor of Accounting from the University of Nairobi, and he is currently pursuing an MBA in Strategic Management from Kenyatta University.

He is a professional with experience in Business development and management, Self-driven, diligent, cooperative, and a team player. Above all he is committed to excellence at task implementation, ready to learn, responsible, and reliable. He has over 20 years of diverse experience in the banking industry.

He has worked as a research officer in the Ministry of Water Development for a short period of time before settling in the banking industry.

During his tenure in the banking industry, he has worked in different managerial position as he moved from KCB to Equity bank then to Family bank before settling for Equity bank where he worked until recently before he was appointed CECM position in the Kajiado County Government.



**Hon. Rita Ndunge - CECM- Transport,
Roads & Public Works, Machakos County**

Hon. Rita Ndunge serves as the County Executive Committee Member (CECM) for Transport, Roads, and Public Works in the Machakos County Government.



Eng. Francis Gitau
Director General

He holds a MSc in Transport Engineering and a BSc in Civil Engineering from the University of Nairobi, an Executive MBA from JKUAT, and Advanced Professional Training in Management of Road Maintenance from Aachen University, Germany. He is trained in various areas, including Strategic Leadership, Resource Management, Management of Labour-Based Road Construction and Maintenance Programme, Management of Road Maintenance, Financial Monitoring and Evaluation, Management of Corporate Governance, and FIDIC Courses.

Eng. Francis Gitau currently serves as the Director General of the Nairobi Metropolitan Area Transport Authority (NaMATA), the agency

responsible for developing an integrated, efficient, effective, and sustainable public transport system across the Nairobi Metropolitan Area (NMA). Prior to this role, he was the Secretary for Roads in the State Department of Roads under the Ministry of Roads and Transport. Throughout his career, Eng. Gitau has held various leadership roles, including Chairperson of the Mechanical Transport Fund (since 2015), Chair of the Budget Committee in the Infrastructure Department, Chair of the Transport Sector Training Committee under the National Industrial Training Authority (NITA), Alternate Chair of the Ministerial Human Resource Committee, and Chair of the National Steering Committee on the Review of the Road Department, among other key positions.

He possesses extensive experience and expertise in the transport sector, including policy development, project management, and oversight, and is actively involved in driving the transformation of the public transport industry.

Ms. Connie Ngachu is the Corporation Secretary and Director of Legal Services at the Nairobi Metropolitan Area Transport Authority (NaMATA). She is an Advocate of the High Court of Kenya and holds a Bachelor of Laws (LL.B) degree (Second Class Honours) from the Catholic University of Eastern Africa, as well as a Postgraduate Diploma in Law from the Kenya School of Law.

She also holds a Master's degree in Oil and Gas Law from Strathmore Law School and is a Certified Secretary with CPS (K) qualifications. Ms. Ngachu currently serves as the Secretary to the Board of Directors at NaMATA and the Secretary to the Nairobi Metropolitan Area Council.

A member of the Law Society of Kenya, the East Africa Law Society, and the Institute of Certified Secretaries (Kenya), she is also a Commissioner of Oaths, a Notary Public, and a certified Quality Assurance Auditor.

With over 12 years of experience as a corporate lawyer, Ms. Ngachu has specialized in litigation, arbitration, legislative drafting



Ms. Connie Ngachu, Corporation Secretary & Director Legal Services

, contract management, and regulatory compliance. She possesses in-depth knowledge of the transport and energy sectors, having actively contributed to policy and legislative reforms in these areas.

4 Profiles of Accounting Officer and Key Management.

Accounting Officer and Key Management	
 <p>Eng. Francis Gitau Director General He holds an MSc in Transport Engineering and a BSc in Civil Engineering from the University of Nairobi, an Executive MBA from JKUAT, and Advanced Professional Training in Management of Road Maintenance from Aachen University, Germany</p>	<p>He is trained in various areas, including Strategic Leadership, Resource Management, Management of Labour-Based Road Construction and Maintenance Programme, Management of Road Maintenance, Financial Monitoring and Evaluation, Management of Corporate Governance, and FIDIC Courses</p> <p>As the Director General (DG) of the Nairobi Metropolitan Area Transport Authority (NaMATA), He is responsible for overseeing the Authority’s daily operations, strategic direction, and financial management to realize the development of an integrated and sustainable public transport system within the Nairobi Metropolitan Area. Key responsibilities include leading and managing staff, providing policy and strategic advice to the Board, ensuring legal and regulatory compliance, building and maintaining stakeholder relationships, and acting as the official spokesperson for the Authority.</p>
<p>Ms Ngachu holds a Bachelor of Laws (LL.B) degree with Second Class Honours from the Catholic University of Eastern Africa, a Postgraduate Diploma in Law from the Kenya School of Law, and a Master’s degree in Oil and Gas Law from Strathmore Law School. Additionally, she is a Certified Secretary, holding CPS (K) qualifications.</p> <p>Her responsibilities include upholding sound governance practices, coordinating board and committee meetings, facilitating effective communication among stakeholders, and keeping meticulous records.</p>	 <p>Ms. Connie Ngachu, Corporation Secretary & Director Legal Services</p>



Dr. Eng. John Githui
Director Projects & Programmes

He holds a PhD in Organizational Leadership and Development from Pan African Christian University (PAC), with a focus on transformational leadership theories and their application in organizational settings. He earned a Bachelor's degree in Civil Engineering from the University of Nairobi and a Master of Philosophy (MPhil) in Infrastructure

Development and Transportation Engineering and Planning from Yokohama University in Japan.

He has also undergone extensive professional training in various areas, including Performance-Based Contracting, Comprehensive Urban Transportation Planning and Projects, and Environmental and Social Impact Assessment/Environmental Audit (Certified ESIA/SESA Lead Expert). Additionally, he is a graduate of the Strategic Leadership Development Programme (SLDP), Senior Management Course, Monitoring and Evaluation (Certified M&E Expert), and Resource Mobilization and Project Concept Development (Certified Resource Mobilization Expert).

He is responsible for the planning, coordination, development, and implementation of the Mass Rapid Transit System (MRTS) infrastructure in the Nairobi Metropolitan Area, which encompasses Bus Rapid Transit (BRT) systems and Non-Motorized Transport (NMT) facilities.

Mr Joab holds an MBA in Strategic Management from Jomo Kenyatta University of Agriculture and Technology, as well as a Bachelor of Science degree in Mathematics and Chemistry (BSc – Mathematics/Chemistry) from the University of Nairobi.

He is responsible for overseeing and coordinating all operational functions in Human Resource and Administration, Finance, ICT, Corporate Communications, Corporate Policy, Research, and Strategy to support the effective delivery of the Agency's mandate.



Joab Logemere
Director Corporate Services



Ms. Judith Mukoma
Deputy Director, HR & Administration

Ms. Judith Mukoma holds a Master of Business Administration (MBA) degree with a specialization in Strategic Management from the University of Nairobi.

She also earned a Bachelor of Education (BEd) degree from Kenyatta University and a Higher Diploma in Human Resource Management from the Kenya National Examinations Council (KNEC). She is a Certified Human Resource Professional – CHRP(K), a full member of the Institute of Human Resource Management (IHRM), and a licensed HR practitioner.

She is responsible for overseeing and coordinating human resource functions, including recruitment, staff development, performance management, and employee welfare programs. Additionally, she manages general administrative services, develops HR policies, ensures compliance with relevant regulations, and implements systems for effective personnel records and data management

Dr Omboto strong academic background includes a Ph.D. in Business Administration with a focus on Strategic Management, an MBA in Strategic Management, and a Bachelor of Education in Building and Civil Engineering. He also holds professional qualifications such as CPA (K), CPS (K), and a Project Management certification from Google.

He is tasked with leading the formulation and execution of transport strategies and policies, conducting research on emerging trends in public transport, analyzing market dynamics, and providing strategic guidance to management and the Board. His key responsibilities include ensuring policies are grounded in evidence, overseeing the collection and analysis of transport system data, and coordinating research

Initiatives and managing the Authority’s overall strategic planning process.



Dr. Dominic Omboto
Deputy Director Corporate Policy, Research & Strategy



**CPA Brian Kiptoo
Deputy Director Finance & Accounts**

CPA Brian holds a Master of Business Administration (MBA) with a specialization in Strategic Management from United States International University (USIU) and a Bachelor of Commerce degree in Finance from Kabarak University

He is currently pursuing a Doctorate in Business Administration (DBA) at USIU. He is a registered member of the Institute of Certified Public Accountants of Kenya (ICPAK), the Institute of Internal Auditors (IIA), and holds certifications including CIFA (K). He has also completed the Strategic Leadership Development Programme (SLDP) and the Senior Management Course (SMC) from the Kenya School of Government (KSG).

He is responsible for providing strategic leadership and oversight for the finance and accounting department, formulating and implementing financial and accounting policies and procedures, preparing and managing the Authority's budget, ensuring the accuracy of financial records and timely reporting, overseeing internal financial control systems, and providing financial advice to management.

Ms Soila holds a Master of Science degree in Procurement, Logistics, and Supply Chain Management from the University of Salford in Greater Manchester, England, and a Bachelor's degree in Management and Leadership with a specialization in Purchasing and Supplies Management from the Management University of Africa. In addition, she holds a Diploma in Procurement and Supplies from the Chartered Institute of Procurement and Supply (CIPS), UK, as well as a Diploma in Purchasing and Supplies Management from Kenya. She is a registered member of the Kenya Institute of Supplies Management (KISM) and the Chartered Institute of Procurement and Supplies (CIPS)

She is responsible for developing and implementing supply chain policies, overseeing



**Ms. Soila Shunet
Deputy Director Supply Chain Management,**

procurement of goods, services, and works, managing logistics and distribution, ensuring compliance with the Public Procurement and Asset Disposal Act, coordinating asset disposal, managing supplier relationships, and preparing statutory reports to regulatory bodies



**Mr. Patrick Owuor
Deputy Director ICT**

Mr Patrick holds a Bachelor of Science degree in Computer Technology from Jomo Kenyatta

University of Agriculture and Technology and a Master’s degree in IT Security and Audit from Jaramogi Oginga Odinga University of Science and Technology. He is a registered member of the Information Systems Audit and Control Association (ISACA) and is a Certified Information Systems Security Professional (CISSP)

He is responsible for providing strategic leadership in ICT, overseeing the implementation of ICT strategies and policies, managing ICT infrastructure (including networks, servers, and cloud services), ensuring cybersecurity and data protection, managing ICT projects to meet organizational goals, advising management on technology governance, and ensuring compliance with government standards and regulations for the Nairobi Metropolitan Area Transport Authority (NaMATA).

CPA Willys holds an MBA in Finance from the University of Nairobi and a Bachelor of Business Management (Accounting option) from Egerton University. He is a member of the Institute of Certified Public Accountants of Kenya (ICPAK), the Institute of Internal Auditors (IIA), and the Institute of Corporate Governance (IoG). He is also a Certified Information Systems Auditor (CISA).

He is responsible for developing and overseeing the implementation of internal audit policies, strategies, and plans; preparing and issuing internal audit reports; evaluating the effectiveness of risk assessment systems; reviewing the accuracy and reliability of accounting reports; and evaluating the adequacy, efficiency, and effectiveness of risk controls and risk management practices.



**CPA Willys Orwe
Deputy Director Internal Audit**



Ms Olivia Mengich
Deputy Director Corporate Communications

Olivia holds a Master’s degree in Strategic Marketing from Università Telematica Internazionale UniNettuno, an MBA from

the Gordon Institute of Business Science (GIBS) at the University of Pretoria, and a Bachelor of Arts from Monash University. She has also earned professional certifications in Railway Operations & Management, Digital Marketing, Management, Human Resources, Crisis Management, and Coaching. Olivia is a member of the Marketing Society of Kenya (MSK), the Public Relations Society of Kenya (PRSK), and the Chartered Institute of Personnel and Development (CIPD)

She is responsible for crafting and executing communication strategies, managing media relations and press releases, and overseeing content creation and distribution across digital platforms. Her role also includes safeguarding the corporate brand, coordinating Corporate Social Responsibility (CSR) initiatives, fostering strong stakeholder relationships, and managing internal communications to ensure consistency throughout the organization.

Eng. James holds a Master of Engineering degree in Global Urban Development (Urban Engineering) from Chung-Ang University in Seoul, South Korea, with a specialization in Urban Infrastructure and Transportation Systems. He also holds a Bachelor of Technology degree in Civil and Structural Engineering from Masinde Muliro University of Science and Technology, and has completed the Senior Management Course at the Kenya School of Government.

He is responsible for developing and implementing strategies for the Mass Rapid Transit System (MRTS) and public transport networks, which include the design and implementation of the Intelligent Traffic System (ITS), management of Communication networks and passenger information systems



Eng. James Mwaniki
Ag. Deputy Director Network Management

, and coordination of public transport operations within the Nairobi Metropolitan Area



Eng. Kelvin Ndongili
Ag. Deputy Director Infrastructure
Development

Eng. Kelvin holds an M.Sc. in Transport Planning and Engineering from Edinburgh Napier University and a B.Sc. (Hons) in Civil Engineering from the University of Nairobi. He is a Registered Professional Engineer (P.E.) with the Engineers Board of Kenya (E.B.K.) and a Corporate Member of the Institution of Engineers of Kenya (M.I.E.K.).

He is responsible for planning, coordinating, developing, and implementing Mass Rapid Transit System (MRTS) and Non-Motorized Transport (NMT) infrastructure projects within the Nairobi Metropolitan Area. Key duties include preparing tender specifications for infrastructure works, managing integration of public transport systems with land use planning, identifying priority areas for MRTS and NMT development, and monitoring the construction of new infrastructure to ensure it meets quality and schedule targets.

5. Statement by the Chair of the Board

Over the past year, efficient public transport has become more urgent than ever for millions living and commuting across Nairobi and its neighbouring counties. Every morning and evening, congestion undermines our time, productivity, and well-being.

Nairobi remains Kenya's economic engine, contributing over 40% of the national GDP. Between late 2024 and early 2025, the city's daytime population swelled from around 4.2 million to more than 7 million. By 2030, that number is expected to hit 15 million, placing enormous pressure on our transport infrastructure.

Today's public transport systems remain overly reliant on informal matatus, which are struggling to meet demand and contribute to worsening traffic. Matatus account for an estimated one-third of Kenya's registered vehicles, which is about 377,000 PSVs in Nairobi alone as of 2021.

Rail transport remains a minor player, with the Nairobi Commuter Rail (NCR) responsible for just under 1% of overall transport sector output. As of mid-2023, NCR's five lines and 22 stations carried only about 7,350 passengers per day.

The economic cost of congestion is staggering. Traffic delays now cost Nairobi around KES 128 billion per year (nearly USD 1 billion), translating to KES 10.7 billion monthly. Road accidents further harm the economy, imposing a cost of nearly KES 300 billion annually.

NaMATA was established in 2017 to change this narrative. We are leading the shift toward a modern, integrated public transport system that is safer, greener, faster, and more reliable for everyone.

Key accomplishments this financial year include:

1. Progress on BRT infrastructure, with Line 2 (Simba corridor) upgrading underway and ambitious network expansion planned.
2. Implementation of the Ngong Road Route 111 Pilot Project (April–May 2025), delivering scheduled, gender-sensitive bus services, safety upgrades, fixed-fare mechanisms, disability access, and better facilities, which will inform scaling across the metropolitan area.
3. Continued development of Nairobi's Sustainable Urban Mobility Plan (SUMP), which will guide long-term transport integration across urban and commuter rail, BRT, and non-motorised transport.

Alongside these, partnerships with development institutions, including AFD, JICA, EU, and MCC, are helping build capacity, inject innovation, and ensure alignment with global transport standards and climate resilience.

NaMATA's success hinges on collaboration between the National Government and the five county governments that make up the NMA. This constitutional framework underpins our ability to plan, regulate, and deliver a unified transport system. Our gratitude goes to all partners, from ministries to county executives, for walking this path with us.

Looking ahead, we recognise that the road to urban mobility transformation is long. But with a committed team, growing institutional capacity, and increasing public trust, we are steadfast in delivering mobility that truly works for Nairobi and the surrounding counties.

In closing, I extend heartfelt thanks to the Council, Board, Management, our partners, and the public. Together, we are moving beyond building transport systems; we are building shared momentum toward inclusive, sustainable growth.



.....
Chair of the Board

6. Statement by the Accounting Officer

The vision for Nairobi's urban transport system is shifting toward long-term sustainability, integration, and resilience. At the heart of this transition lies our mandate at NaMATA, which is to build and coordinate an efficient public transport system that matches the pace and complexity of the Nairobi Metropolitan Area.

Since its inception, NaMATA has anchored its planning and delivery frameworks within the broader objectives of the Integrated National Transport Policy (INTP), which was formalized through Cabinet approval in 2009 and later operationalized by Sessional Paper No. 2 of 2012. The policy envisions a safe, cost-effective, inclusive, and seamless transport network that strengthens Kenya's economic and social development goals.

A critical gap identified by the policy was institutional fragmentation in urban mobility management. This justified the establishment of Metropolitan Transport Authorities to coordinate planning, regulation, and investment across jurisdictions. It is within this policy space that NaMATA was created in 2017, charged with delivering a harmonized and integrated urban transport system for the NMA.

Building a Mass Rapid Transit System for Nairobi

Our flagship initiative is the development of a comprehensive Mass Rapid Transit System (MRTS) that is structured around Bus Rapid Transit (BRT) and Commuter Rail, designed to shift the city from a low-capacity, informal network to a structured, high-capacity public transport system

Following a detailed corridor harmonization study in 2014, the Ministry of Transport identified five BRT corridors and seven commuter rail corridors. These were subsequently gazetted by the Nairobi Metropolitan Area Council in 2019 and now serve as the blueprint for long-term investments in sustainable mobility.

The BRT and Commuter Rail Framework

The BRT corridors: NDOVU (Line 1), SIMBA (Line 2), CHUI (Line 3), KIFARU (Line 4), and NYATI (Line 5), cover Nairobi's most critical transit routes and are designed to interlink with existing and proposed commuter rail lines. Each BRT line has dedicated infrastructure to ensure speed, reliability, and accessibility for all users.

Complementing the BRT are seven commuter rail corridors connecting Nairobi to key satellite towns, including Limuru, Ruiru, Thika, Athi River, Konza, JKIA, and Ngong. The development of these corridors is not only central to decongesting Nairobi's road network but also vital in enhancing regional economic linkages.

We are currently overseeing a range of interventions that integrate land use and transport planning, improve commuter rail standards, and enhance station accessibility. Under the commuter rail master plan, key upgrades include:

1. Acquisition of new Diesel Multiple Units (DEMUs) and refurbishment of locomotives
2. Increased frequency and operational trips
3. Infrastructure rehabilitation along critical segments
4. Construction of modern depots and expansion of station facilities

Once fully implemented, these interventions are expected to increase daily rail ridership from the current 7,000 to over 230,000 passengers, helping to significantly reduce private vehicle dependency and greenhouse gas emissions.

Progress on Strategic Projects

We are making steady progress on multiple fronts:

1. BRT Line 2 resumed construction after prolonged financial constraints, with focus on key nodes such as Central Railway Station and Kasarani Depot.
2. Line 4 received a US\$500,000 grant from the African Development Bank for detailed feasibility and environmental assessments.
3. Line 5 is undergoing final design review in partnership with KURA and the Korean Exim Bank.
4. Commuter Rail Line 4, linking Nairobi Central Station to JKIA, is progressing under a phased Public-Private Partnership (PPP) model led by a French Consortium.

These projects represent critical steps toward our vision of a multi-modal, interconnected MRTS system

Institutional Strengthening and Collaboration

We have deepened collaboration with key development partners, including AFD, JICA, the European Union, and the Millennium Challenge Corporation. These partnerships support not only capital investment but also technical capacity, institutional strengthening, and innovative financing.

Notably, the Ngong Road Bus Pilot Project under the JICA-supported project tested scheduled services, gender-sensitive transport, and non-motorized infrastructure. The pilot's outcomes are now guiding the scaling of future transport operations across the NMA.

A Coordinated Future for Urban Mobility

Our role extends beyond infrastructure delivery; we are facilitators of integration. This means aligning transport with housing, employment hubs, and land use policies. With support from the Ministry and County Governments, NaMATA continues to foster coordination mechanisms and dialogue platforms that bring together planners, regulators, and communities.

Looking ahead, the full implementation of the Sustainable Urban Mobility Plan (SUMP) will guide investment, regulation, and service delivery through a long-term, data-driven lens. Through this, we

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

aim to ensure that our transport systems remain responsive to demographic changes, environmental risks, and user needs.

The challenges facing urban transport in the NMA are complex. However, through clear policy direction, institutional leadership, and multi-stakeholder collaboration, NaMATA is creating the systems and structures required to transform how Nairobi moves. Our journey is far from over, but our commitment is unwavering.



Accounting Officer

7. Statement of Performance Against Predetermined Objectives for FY2024/25

Section 81 (2) (f) of the Public Finance Management Act, 2012 requires that, at the end of each financial year, the accounting officer present a statement of performance against predetermined objectives of the Authority.

The key strategic objectives as per the Nairobi Metropolitan Area Transport Authority strategic plan for FY 2023- FY 2028 are to:

- a) To improve public transport within NMA
- b) To improve the environmental sustainability of the transport system within NMA
- c) To strengthen the Authority's institutional capacity
- d) To enhance the mobilization and prudent management of financial resources

Expenditure in the FY should be geared toward to realization of the aforementioned strategic objectives as captured in the Strategic plan for FY 2023 to 2028. Linked to these objectives are specific programmes outcomes and outputs and performance indicators. The implemented programmes should be tabulated against actual achievements in the format presented in the table below, on programme performance, to demonstrate the progress towards achievement of the predetermined objectives.

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

Table 1: Programme performance

Program	Strategic Objective	Outcome	Output	Output indicator	Achievement for the FY 2024/25			Cumulative Achievement by end of FY02024/25			Remarks
					Target	Actual	Variance	Target	Actual	Variance	
Public Transport System in NMA	To improve public transport within NMA	Improved public transport and traffic flow	Integration index of public transport systems	% of system integration	14	14	(0)	-	-		Successfully conducted pilot project on Ngong road. That included Trainings of all public transport stakeholder and running a one month scheduled bus operation along route 111.
	To improve environmental sustainability of the transport system within NMA	Improved Environmental sustainability in public transport	reduction in greenhouse gas emissions	% reduction in greenhouse gas emissions	24	12	12				We got cabinet approval for implementation of BRT line 3 which will operate on e-buses only. This is a big step towards reduction in greenhouse gas emissions

**The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.**

											safety along route 111.
Institutional capacity	To strengthen the Authority's institutional capacity	Enhanced legal and regulatory framework	No. of amended public transport regulatory instruments	No. of amended public transport regulatory instruments	3						
		Improved corporate governance	Level of compliance with governance and legal requirements (%)	Level of compliance with governance and legal requirements (%)	100	100					Target achieved
			Board evaluation score	% Score	89	0	89				Schedule for fy 2025/2026
		Improved performance	Performance contract composite score	No	3.1	0	3.1				Schedule for fy 2025/2026
		Increased employee satisfaction	Employee satisfaction index (%)	%	60	0	60				Employee satisfaction survey is to be done in 2025/2026 financial year
		Evidence-based decision-making for public transport	No. of research projects undertaken	No	2						

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

		Improved operational efficiency	Level of automation (%)	%	40	30	10				Added the Customer feedback module on the website Added the Report incident module on the website
Financial management	Increased financing	GoK exchequer funds (Ksh.)	GoK exchequer funds	Ksh	1.04B	1,229,500,000	189.5M				Target achieved
	Optimal financial management	Level of compliance with financial and procurement laws, regulations, policies, guidelines, and circulars (%)	Level of compliance with financial and procurement laws, regulations, policies, guidelines, and circulars (%)	%	100	100					Target achieved
		% of GoK funds absorption	% of GoK funds absorption	%	100	100					

8. Governance Statement

The organization has adopted high standards and applies strict rules of conduct, based on the best corporate practices. As part of this commitment, the Board adheres to good corporate governance by embracing the following principles: -

1. To observe high standards of ethical and moral behaviour;
2. To act in the best interests of the organization
3. To remunerate and promote fairly and responsibly
4. To recognize the legitimate interests of all stakeholders, and
5. To ensure that the organization acts as a good corporate citizen.

In general, Board members shall act in the best interest of the organization and uphold their fiduciary responsibilities and duty of care. This involves not disclosing confidential information, avoiding real and perceived conflicts of interest, and favouring the interests of the organization over other interests. They will act honestly and in good faith so as to create a culture built on principles of integrity, accountability, and transparency.

Board meetings held and attendance list

The Authority's board has held four board meetings within the FY 2024/2025 as per the guidelines of the Mwongozo Code of Governance for State Corporations.

Board Meeting	Attendance
12 th July 2024	<ol style="list-style-type: none"> 1. Hon. Benson Mutura 2. Arch. Pius Macharia 3. Ms. Annastacia Musyimi 4. Ms. Anna Robai 5. Eng. Michael Muchiri 6. Eng. B.K Njenga 7. Mr. Brian Mulama 8. Eng. Dominic K. Koskei 9. Ms. Beth Ndungu 10. Mr. Michael Semera
29 th September 2024	<ol style="list-style-type: none"> 1. Hon. Benson Mutura 2. Mr. Auma Ibrahim 3. Eng. B.K Njenga 4. Ms. Annastacia Musyimi 5. Dr. Jackton Achola 6. Eng. Dominic K. Koskei 7. Ms. Anna Robai 8. Eng. Francis Gitau 9. Ms. Beth Ndungu 10. Mr. Wilfred Mwenda 11. Eng. Michael Muchiri
20 th February 2025	<ol style="list-style-type: none"> 1. Mr. Benson Mutura

	<ol style="list-style-type: none"> 2. Dr. Jackton Achola 3. Ms. Beth Ndungu 4. Ms. Anna Robai 5. Ms. Annastacia Musyimi 6. Eng. Benjamin Njenga 7. Eng. Michael Muchiri 8. Wilfred Mwenda 9. Mr. Dominic Koskei 10. Eng. Francis Gitau
22 nd May 2025	<ol style="list-style-type: none"> 1. Mr. Benson Mutura 2. Mr. Ibrahim Auma 3. Ms. Annastacia Musyimi 4. Mr. James Sitiency 5. Ms. Ritah Ndunge 6. Eng. Michael Muchiri 7. Mr. Dominic Koskei 8. Ms. Beth Ndungu 9. Mr. Wilfred Mwenda 10. Arch. Pius Macharia 11. Eng. Francis Gitau

Board Charter

The Authority's Board of Directors Charter defends the Board's roles and responsibilities as well as functions and structures in a way that supports the members in carrying out their strategic oversight function. It provides the Board members with an opportunity to think creatively and critically about how their strategic and operational plans align with the organization's strategic direction and expectations, with respect to governance.

The Charter helps the Board in directing the organization to maximize the long-term value of services provided for all stakeholders. It is therefore imperative for Board members to understand their individual and collective roles with the purpose of helping the organization fulfil its mandate.

The Charter has been adopted by the organization, acting in accordance with Mwongozo, Code of Governance for State Corporations, and is complementary to the requirements regarding the Board and Board members contained in applicable Kenyan laws and regulations. In particular, the principles and policies contained in the charter are in addition to and are not intended to change or interpret any statute, law, or regulation.

The Board of Directors will review the Charter at least annually and, if appropriate, revise this Charter from time to time.

The Authority has an approved board charter dated 28th April 2020.

Board Appointments & Removal

a) Appointment of Board members

- i) The relevant appointing Authority shall select and appoint Board members. Every appointment shall be by name and by notice in the Kenya Gazette but shall cease if the Board member:
 - Serves the appointing authority with a written notice of resignation; or
 - Is absent, without the permission of the Chairperson, from three consecutive meetings: or
 - Is convicted of an offence and sentenced to imprisonment for a term exceeding six months or to a fine exceeding twenty thousand shillings; or
 - Is incapacitated by prolonged physical or mental illness from performing his duties as a member of the Board; or
 - Conducts himself in a manner deemed by the appointing authority to be inconsistent with membership of the Board.
- ii) Any removal of a Board member under (i) above, shall be through formal revocation.
- iii) The Corporation Secretary will ensure that a record of the appointment letter, gazette notice, and written acceptance by the Board member are kept in the personal file of the Board member

b) Term Limits

Board members shall hold office for a period not exceeding three (3) years and are eligible for reappointment for one more term not exceeding three (3) years. A Board member may be appointed for a cumulative term not exceeding six (6) years. The renewal of a Board Member's tenure for a second term should be subject to an acceptable evaluation as determined during the Board evaluation.

The appointing authority shall ensure the staggering of Board appointments so that the respective expiry dates of the members' terms fall at different times to ensure continuity.

c) Resignation from the Board

A Board member may resign at any time by giving notice, in writing, to the appointing authority, copies to the Chairperson of the Board and the Director General of the Authority. The resignation shall take effect upon receipt of notice by the appointing authority or at any later time specified therein; and unless otherwise specified in the notice, the acceptance of such resignation shall not be necessary to make it effective.

Induction and Training

The Authority provides new Board members with an effective induction programme in order to familiarize them with their responsibilities as directors, general principles of corporate governance and Board practices. The induction programme also provides the Board member with an orientation of the organization, strategic plans, financial status and policies, risk management, compliance programmes and the Code of Conduct and Ethics.

The Board ensures that a competence needs assessment is carried out periodically and an annual development plan is prepared to address identified gaps. In this regard, Board members are provided with access to, or notice of, continuing development programs that are designed to keep members abreast of the latest developments in sector best practice, corporate governance, and critical issues relating to the operation of public sector boards.

A Board Induction Retreat was conducted from 26th – 28th November 2024. The Board members who attended the induction exercise were as follows:

S/No.	Full Name (s)
1.	Mr. Benson Mutura
2.	Ms. Annastacia Musyimi
3.	Mr. Pius Macharia
4.	Dr. Jackton Achola
5.	Mr. James Sitiency
6.	Mr. Dominic Koskei
7.	Eng. B.K Njenga
8.	Ms. Anna Robai
9.	Ms. Beth Ndungu
10.	Mr. Wilfred Mwenda

Board and Member Performance

The Board conducts an annual evaluation to appraise its performance. This evaluation be carried out in accordance with the Board Evaluation Tool.

The Board evaluation provides an opportunity for Board members to identify strengths, collective skill gaps and individual areas of improvement. The Board will also review the performance of each committee against the agreed Terms of Reference.

The Board also evaluates the performance of the CEO and the Corporation Secretary. The Board undertook a Board Self-Evaluation Exercise for the FY 2024/2025 on 8th July 2024 with the support

of the State Corporations Advisory Committee and in accordance with the Head of Public Service Circular No. OP/SCAC 9/1/10 dated 16th May 2024

Conflict of Interest

Board members are required to avoid conflict of interest and deal at arms-length in any matter that relates to the organization. However, a Board member who identified an area of conflict shall be required to disclose any actual or potential conflict of interest to the Board. In so reporting, the Board member is required to provide all relevant information, including information which relates to their immediate family members by blood or marriage, which is related to the area of conflict. When declared, the Board member shall abstain from decisions where a conflict exists.

The Corporation Secretary records conflicts of interest declared, for accountability purposes, and as a rule of good practice on appointment and on regular intervals or at any time when circumstances change, all members shall, in good faith, disclose to the Board for recording, any other business or interest likely to create a potential conflict of interest.

Board Remuneration

Board members are remunerated for their services in accordance with the prevailing relevant legislative provisions and/or guidance from the relevant authority. In line with best practice, the remuneration should include base pay, attendance allowances, and bonuses.

Ethics & Conduct

In line with Section 3 of the Leadership and Integrity Act No. 19 of 2012 of the Laws of Kenya, the Board of Directors shall respect the values, principles, and requirements of the Constitution, including:

1. The national values and principles provided for under Article 10 of the Constitution.
2. The rights and fundamental freedoms provided for under Chapter Four of the Constitution.
3. The responsibilities of leadership provided for under Article 73 of the Constitution.
4. The principles governing the conduct of State officers are provided for under Article 99 (1) (b) and 193 (1) (b) of the Constitution.
5. The educational, ethical, and moral requirements in accordance with Article 99 (1) (b) and 193 (1) (b) of the Constitution.
6. In the case of County Governments, the objectives of devolution provided for under Article 174 of the Constitution, and
7. The values and principles of Public Service as provided for under Article 232 of the Constitution.

Governance Audit

The Board ensures that a governance audit of the organization is undertaken on an annual basis. The purpose of the governance audit is to ensure that the organization conforms to the highest standards of good governance. The governance audit should cover the following parameters, among others: -

- a) Leadership and strategic management,
- b) Transparency and disclosure.
- c) Compliance with Laws and regulations.
- d) Communication with stakeholders.
- e) Board independence and governance.
- f) Board systems and procedures.
- g) Consistent shareholder and stakeholders' value enhancement; and
- h) Corporate social responsibility and investment.

The Authority did not conduct a governance audit in the FY 2024/2025 due to austerity measures undertaken by the National Treasury.

9. Management Discussion and Analysis

Agency's Active Programs and Key Project Portfolios.

The increasing urban population within the Nairobi Metropolitan Area (NMA) has driven significant growth in industries and economic activities, with much of this concentrated in Nairobi City County. However, the pace of urbanization has outstripped the development of road infrastructure and public transport systems needed to support the region's residents. As a result, the city faces persistent congestion caused by road corridors operating beyond their intended capacity, alongside an inefficient public transport sector marked by unregulated, poorly maintained vehicles and substandard service delivery to commuters.

The National Government has initiated plans to alleviate existing congestion by introducing a Mass Rapid Transit System (MRTS) within the Nairobi Metropolitan Area (NMA). In 2014, the Ministry of Roads and Transport commissioned the Harmonization Study, which served as the foundation for developing the MRTS. The proposed system includes five Bus Rapid Transit (BRT) corridors and seven commuter rail corridors.

The Bus Rapid Transit (BRT) corridors for the Nairobi Metropolitan Area were officially designated in 2019 through Legal Notice No. 16 of 2019. The declared BRT corridors included the following:

- (a) BRT Line 1: Ndovu (Limuru - Kangemi-CBD -Imara Daima — Athi River —Kitengela)
- (b) BRT Line 2: Simba (Rongai -Bomas — (Langata Rd) CBD - Ruiru — Thika — Kenol)
- (c) BRT Line 3: Chui (Tala - Njiru — Dandora (Juja Rd) -CBD—Showground (Ngong Rd) — Ngong)
- (d) BRT Line 4: Kifaru—
 - (i) East: Mama Lucy Hospital — Donholm (Jogoo Rd)—CBD
 - (ii) West: CBD — T Mall — Bomas — Karen — Kikuyu
- (e) BRT Line 5: Nyati (Ridgeways (Kiambu Rd) – Balozi (Allsops.) — Imara Daima)

The Nairobi Metropolitan Area Transport Authority
 Annual Report and Financial Statements for the year ended June 30, 2025.



a) BRT Line 1

This project is situated along the upgraded Waiyaki Way, the Nairobi Expressway, and Mombasa Road. It is planned to be implemented in two phases.

Phase 1- main line, which runs from Kabete Police Station (Depot) to Nairobi SGR Terminus, and the SGR Terminus to JKIA for multimodal integration.

Phase 2- Runs from JKIA -Athi River–Kitengela and Extension from Athi River-Konza.

Project Status

Phase 1 - Kabete-CBD-Imara Daima - JKIA

The Feasibility Study Report that had been submitted by KeNHA to the National Treasury has been returned with comments. The Authority has taken up the process and is currently reviewing the report in light of the National Treasury’s comments before resubmission.

Phase 2 - JKIA -Athi River – Kitengela and Extension to (Athi-River- Konza)

PIM approval for the project concept note has been granted by the National Treasury. Pre-feasibility and feasibility studies shall be conducted to assess the viability of the line.

b) BRT Line 2

Projective Objective.

The project includes the development of 10 BRT stations, deployment of a fleet of 100 BRT buses, and the construction of dedicated bus lanes with short headways of 90 seconds. This setup is designed to achieve a carrying capacity of 15,000 passengers per hour in each direction, aiming to significantly transform public transport within the Nairobi Metropolitan Area.

Launch Plan

S/No.	Description	Expected Rollout Date
1	Test Phase between Kasarani & Nairobi Central Railway Station (NCRS)	By 30th November, 2025
2	Pilot phase with intermediate stations completed between Kasarani & NCRS	By 31st December, 2025
3	Full phase 1 with the complete project from Ruiru to KNH	By 15th March, 2026

Project Status

The Contractor has been paid a total of **KShs. 1,689 million** out of the certified works of **Kshs 3,099 million**, equivalent to **58%**.

c) BRT Line 3
Scope of works

The project will include the following components:

- Construction of 14 BRT stations and 2 feeder stations
- Deployment of 120 electric BRT buses
- Establishment of a depot with charging stations in Dandora
- Development of a Park & Ride facility at Dandora
- Improvements at key intersections
- Upgrading of general traffic lanes and non-motorized transport (NMT) infrastructure
- Land acquisition, resettlement, and implementation of mitigation measures
- Conducting an Environmental and Social Impact Assessment (ESIA)
- Economic and financial analysis
- Installation of ticketing and passenger information systems
- Development of a BRT Management Centre

Project Objectives

To establish 14 BRT stations, deploy a fleet of 120 articulated 18-meter electric BRT buses, and construct dedicated bus lanes with short headways of 90 seconds. This setup is designed to achieve a capacity of 16,000 passengers per hour in each direction, thereby facilitating a major transformation of public transport within the Nairobi Metropolitan Area.

Project Status

Approved by the Cabinet and awaiting the request for financing from the National Treasury and the signing of the loan agreement.

d) BRT Line 4

Project status

The African Development Bank (AfDB) has approved financing through a grant of up to USD 500,000 towards the Nairobi Urban Mobility Improvement (NUMI) Project.

- i) The Bank procured a Design Review and Pre-feasibility Consultant, Logit in Partnership with ITDP and ITEC consultants to undertake the consultancy. The consultant has submitted an inception report on 19th March 2025 which was approved by the Employer. The consultant is currently carrying out his corridor demand analysis after completing demand data collection on 5th April 2025.
- ii) Terms of Reference for the Environmental and Social Impact Assessment (ESIA) and the Resettlement Action Plan (RAP) have been finalised and submitted to AfDB for their no objection.

**e) BRT Line 5
Project Status**

- i) Final Detailed Designs through the Kenya Urban Roads Authority (KURA) have been completed and shared with the Authority. Feedback on the designs has been submitted to KURA.
- ii) KURA has advertised for the procurement of a Works Contractor on 24th February 2025.
- iii) KURA has prepared an Environmental and Social Impact Assessment (ESIA) Study report, and the Authority has submitted its sectoral comments on the report to NEMA in October 2024.

f) Non-Motorised Transport (NMT) Facilities in the NMA

NaMATA developed a Concept Note requesting the National Treasury for resources to undertake.

- ✓ Development of NMT Masterplan in the NMA.
- ✓ Development of Detailed Engineering Designs and Construction of 25 Km of NMT in the NMA towns of;
 - Nairobi
 - Ruiru
 - Kiambu
 - Kenol
 - Rongai
 - Kitengela
 - Machakos Town

g) Partnership Programmes

Kenya Urban Mobility and Growth Threshold Program - Millenium Challenge Cooperation (MCC).

i) The Threshold Program

Millennium Challenge Corporation (MCC), and the Republic of Kenya agreed to finance the following components under NaMATA;

a) Integrated Transport Planning Project

The Authority conducted the first stakeholder sensitization programme for the SUMP in all the NMA Counties from 9th - 26th June 2025.

b) Blended Finance for Bus Rapid Transit Project

Blended Finance to catalyse financing required for the implementation of the bus rapid transit system in a manner that promotes lower greenhouse gas emissions.

With the new policy direction by the US, the components will require alternative financing.

ii) Kenya Urban Mobility Improvement Project (KUMIP) – World Bank

Discussions are currently ongoing with World Bank and SDoT on the following proposed areas of support to NaMATA;

- a) Technical, Legal and financial short- and long-term Consultants to be embedded at NaMATA.
- b) Institutional strengthening for NaMATA and capacity building of NaMATA staff and key stakeholders.
- c) Financing the SUMP.

iii) Public Transport Technical Assistance Project

By the French Development Agency (AFD)

- a) Development of the BRT Line 3 Operations Plan, which is currently ongoing and visualized on the website <https://www.nairobibr.net/>. (*Username: namata; Password: BRTmodeshift2022*)
- b) Design review of all 5 BRT Lines with a focus on multi – modal and operational integration
- c) ITS design proposals for BRT Line 2 and 3 completed.
Continuous training of 25 No. Staff on planning and operations.

iv) JICA Project For Capacity Building for Bus Operation Policy and Management

The 3rd JCC was held on May 9th 2024 where the key agenda was to;

Update stakeholders on the Progress of activities and issues on each WG and to provide a brief of the Ngong Road pilot project at planning stages.

A pilot project team had a site visit along the pilot corridor on May 28th, which was attended by NaMATA, JET, the Nairobi City County Government (NCCG), and KURA. The main agenda of the meeting was to assess the project corridor and get clarity on the interventions required.

Traffic data analysis is ongoing and a travel demand model is being prepared to inform the integrated public transport route network for NMA. This is to be presented in the next steering committee planned to be held in August 2024.

v) Public Transport Technical Assistance Project - CKE 1165 By Agence Française De Développement (AFD)

- ❖ Comprehensive data collection along all the gazetted BRT routes and their feeder to establish the individual corridor demand profile is ongoing.
- ❖ In line with NaMATA's vision to foster knowledge within the sector the Nairobi BRT Planning website <https://www.nairobibr.net/> has been set up and is continuously updated. Various stakeholders will be granted varying access rights depending on their needs.
- ❖ Review of BRT Line 5 – Nyati designs prepared by KURA completed and comments shared for incorporation.

vi) PUBLIC STAKEHOLDER SENSITIZATION ON THE SUSTAINABLE URBAN MOBILITY PLAN (SUMP) FOR THE NAIROBI METROPOLITAN AREA (NMA)

- (i) NaMATA undertook its inaugural Public Stakeholder Sensitization Workshops on the Sustainable Urban Mobility Plan (SUMP) for the Nairobi Metropolitan Area (NMA) in the month of June, 2025.
- (ii) All stakeholders in the transport industry and the general public were invited through a public notice in the newspaper and on the Authority's website and social media platforms to participate in the first phase of the Metropolitan Stakeholder Sensitization Workshops on the Sustainable Urban Mobility Plan (SUMP).
- (iii) The half-day workshops, providing critical insights into SUMP strategies for enhancing urban mobility within the Nairobi Metropolitan Area (NMA), were scheduled in all five (5) NMA Counties as per the schedule below.
- (iv) The cumulative number of participants in attendance was 1,261 persons.

Workshop Schedule:

S/No	County	Venue	June, 2025 (3 Days / County)	Cumulative No. of Participants in Attendance
1	Nairobi County	Best Western Plus Meridian Hotel	9 th June – 11 th June	361
2	*Kiambu County	Windsor Golf Hotel & Country Club	11 th June – 13 th June	101
3	*Kiambu County	The Mark Hotel, Ruiru	24 th June	
4	Murang'a County	Hotel Nokras Murang'a	16 th June – 18 th June	303
5	Kajiado County	Olarro Hotel	18 th June – 20 th June	347
6	Machakos County	Gelian Hotel	23 rd June – 25 th June	80
7	Webinar (All)	www.namata.go.ke	26 th June	69
TOTAL				1,261

(v) The Authority resolved to:

- a. Adopt a collaborative framework to address key transport challenges within the Nairobi Metropolitan Area (NMA).
- b. Deepen understanding of the core principles and components of the Sustainable Urban Mobility Plan (SUMP) at the NMA global level through continues engagements;

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

- c. Recognize, understand and appreciate NAMATA's strategic role (Council at the apex) in the provision of an efficient, integrated, safe, and reliable public transport system.
- d. Identify and integrate the contributions of national institutions, counties, and communities in shaping and supporting sustainable transport.
- e. Appreciate the value of inclusivity and sustainability in urban mobility systems.

10. Environmental and Sustainability Reporting

a) Sustainability strategy and profile

The development of a safe, reliable, affordable, and seamless public transport system is a prerequisite for any country's economic growth. NaMATA's role as a regulator is to promote the development of integrated, safe, efficient, and sustainable public transport within NMA that will support the realization of Kenya's long-term development goals.

Globally, transport is a key facilitator in achieving economic growth and development. It enables a country's integration into the global economy by facilitating the international, regional, and domestic movement of passengers and cargo, the flow of investments, and trade thereby providing direct benefits for users and wider economic benefits through its positive impact on productivity. Agenda 2063 envisions an integrated and prosperous Africa based on inclusive growth and sustainable development. The NMA is the regional commercial and transit hub and therefore NaMATA will provide an efficient transport system thereby increasing integration in the region.

Other consultancy services that are ongoing and are at various stages of completion include

- a) Consultancy service to provide Transactional Advisory in support of a Bus Operating Company (BOC) for BRT Line 2 in the Nairobi Metropolitan Area.
- b) Consultancy service for preparation of a Framework to guide the development of Rail Based Mass Rapid Transit System (MRTS) standards.

b) Environmental performance /climate change/ mitigation of natural disasters

NaMATA fully complies with international and domestic requirements on matters related to the environment. The Authority operates in line with the expectations of diverse global stakeholders and therefore sees environmental management as a discipline through which the Authority integrates economic, environmental, and social objectives without compromising the ability of future generations to meet their needs.

Recognizing the impact of climate and air pollution on its people, Kenya joined the Climate and Clean Air Coalition in 2014 to reduce short-lived climate pollutants (SLCPs) for improved public health, the promotion of sustainable development, and the eradication of poverty. Confirming its commitment in 2023, Kenya took a significant step in reducing short-lived climate pollutants SLCPs by launching its National Action Plan (NAP) to reduce short-lived climate pollutants.

NaMATA will contribute significantly to achieving Kenya's Nationally Determined Contribution (NDC) which aims to decrease GHG emissions by 32% of 2010 levels by 2030,

focusing on developing climate-proof infrastructure, increasing green corridors, and promoting a low carbon and efficient transport system.

c) Employee welfare

The Authority's Approved Staff Establishment stands at **215 positions**;

As of 31st March 2025, Staff In-Post was at ninety-four (93 Nos.), or 43% staff strength. 47% of the staff are positioned in JGs 5 (Senior Officers) and JG 6 (Officers), - a critical mass for mentorship into career progression and succession planning. Over the past three (3) years, NaMATA has steadily expanded its foundational Human Resource capacity through a phased-out recruitment process, however, there is still a capacity gap between the Directorates (JGs 2) and Departments (JGs 3 & 4), which management proposes to fill in with Senior Officers currently in JG 5, who have now acquired experience, demonstrated competence, and taken personal development initiatives to build up their skills set to match what is required for placement at JG 3 & 4.

Over the past three (3) years, NaMATA has steadily expanded its foundational Human Resource capacity through a phased-out recruitment process, however, there is still a capacity gap between the Directorates (JGs 2) and Departments (JGs 3 & 4), which management proposes to fill in with Senior Officers currently in JG 5, who have now acquired experience, demonstrated competence, and taken personal development initiatives to build up their skills set to match what is required for placement at JG 4.

Currently, the Authority has eight (8) Senior Officers in JG 5 who have been assessed for suitability for placement at senior management level. Three (3) of these officers have met the criteria for placement at senior management level i.e. JG 3 (Deputy Director) & JG 4 (Assistant Director / Principal Officer).

The Authority has in place a performance management system that utilizes performance contracts and appraisals, to set targets, report progress, evaluate results, and conduct rewards at the end of the year. Staff are also supported to build their capacity; address identified skill gaps and improve their performance. Within the FY, NaMATA supported over 35 staff to undergo training in various fields. The Authority also conducted training for 6 trainees on internship and 11 on industrial attachment.

The Authority endeavoured to provide a conducive work environment for staff in the performance of their duties by providing office space, and work tools, Personal Protective Equipment (PPE), including reflector jackets and helmets. In addition, the Authority also operates various staff welfare programs comprising clean drinking water, medical health insurance, a pension scheme, and group life insurance.

Meetings between management and staff are regularly held to provide information and receive feedback on various issues. Further, the Authority arranges sensitization meetings to create awareness among staff on various issues such as corruption prevention, gender mainstreaming, disability mainstreaming, prevention of HIV infection, and alcohol and drug abuse among others. The Authority is also leveraging social media platforms to pass information to staff and clients.

d) Operational practices

The supply chain processes involve procurement of goods, works, and services, contract management, inventory management, and disposal of obsolete/unserviceable assets. NaMATA supply chain department is committed to the efficient provision of quality goods, works, and services at competitive rates to the satisfaction of our external and internal customers in accordance with Article 227 of the constitution of Kenya, Public Procurement and Asset Disposal Act (PPADA) 2015 and the Public Procurement and Asset Disposal Regulations (PPADR) 2020.

All open tenders for goods, works, and services are advertised through local dailies under the Government Advertising Agency (GAA) and at the same time uploaded on the NaMATA website www.namata.go.ke and the Public Procurement Information Portal www.tenders.go.ke for public information and access by all interested bidders. Further, all Requests for Quotations (RFQ) are processed through a competitive process using registered suppliers for various categories. These processes are aimed at promoting strong customer relationships, continuous commitment to quality, cost-effective operations, and flexibility for faster decision-making while ensuring compliance with the procurement laws.

The Authority uses the standard tender documents issued by the Public Procurement Regulatory Authority (PPRA) in processing all supply chain functions in compliance with PPADA 2015 and PPADR 2020. The tender documents are processed using various tender committees which include; tender opening, tender evaluation, contract implementation team, inspection and acceptance committee, Asset Disposal committee, and other ad-hoc committees provided in the PPADA 201. The committees are appointed from multi-functional teams from various departments and adhere to the laid down legal frameworks and NaMATA code of conduct in carrying out their mandate. All supplier payments are processed after satisfactory performance/ delivery, inspection, and acceptance of goods, works, and or services as per their respective contract terms.

e) Community Engagements-

The Authority views CSR as a strategy to integrate economic, environmental, and social objectives. The CSR initiative therefore plays a major role in the improvement of the Authority's corporate image and management of stakeholder expectations. NaMATA affirms its commitment to be a responsible corporate citizen by contributing to the national building

through corporate social initiatives sponsorship, philanthropy, and employee volunteering following the provisions of Mwongozo. CSR initiatives therefore play a major role in engagement with the public both inwardly and outwardly.

11. Statement of Management Responsibilities

Section 81 (1) of the Public Finance Management Act, 2012 requires that, at the end of each financial year, the Accounting Officer for a National Government MDA shall prepare financial statements in respect of that MDA. Section 81 (3) requires the financial statements so prepared to be in a form that complies with relevant accounting standards as prescribed by the Public Sector Accounting Standards Board of Kenya from time to time.

The Accounting Officer in charge of the Nairobi Metropolitan Area Transport Authority is responsible for the preparation and presentation of the Authority's financial statements, which give a true and fair view of the state of affairs of the Authority for and as at the end of the financial year 2024/2025, ended on June 30, 2025. This responsibility includes: (i) maintaining adequate financial management arrangements and ensuring that these continue to be effective throughout the reporting period, (ii) maintaining proper accounting records, which disclose with reasonable accuracy at any time the financial position of the Authority, (iii) designing, implementing and maintaining internal controls relevant to the preparation and fair presentation of the financial statements, and ensuring that they are free from material misstatements, whether due to error or fraud, (iv) safeguarding the assets of the Authority; (v) selecting and applying appropriate accounting policies, and (vi) making accounting estimates that are reasonable in the circumstances.

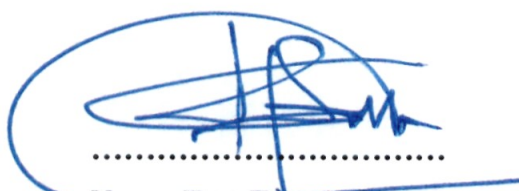
The Accounting Officer in charge of the Nairobi Metropolitan Area Transport Authority accepts responsibility for the Authority's financial statements, which have been prepared on the Accrual Basis Method of Financial Reporting, using appropriate accounting policies in accordance with International Public Sector Accounting Standards (IPSAS). The Accounting Officer is of the opinion that the Nairobi Metropolitan Area Transport Authority's financial statements give a true and fair view of the state of the Authority's transactions during the financial year ended June 30, 2025, and of the Authority's financial position as at that date. The Accounting Officer further confirms the completeness of the accounting records maintained for the Nairobi Metropolitan Area Transport Authority, which have been relied upon in the preparation of the Authority's financial statements as well as the adequacy of the system of internal controls.

**The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.**


The Accounting Officer in charge of the Nairobi Metropolitan Area Transport Authority confirms that the Authority has complied fully with applicable Government Regulations and the terms of external financing covenants, and that the Authority's funds received during the year under audit were used for the eligible purposes for which they were intended and were properly accounted for. Further, the Accounting Officer confirms that the Authority's financial statements have been prepared in a form that complies with relevant accounting standards prescribed by the Public Sector Accounting Standards Board of Kenya.

Approval of the financial statements

The Authority's financial statements were approved on 17/11/ 2025 and signed by:


.....
Name: Eng. Francis Gitau
Accounting Officer


.....
Name: CPA Brian Kiptoo
Head of Finance & Accounts
ICPAK M/No. 27647


.....
Name: Hon Benson Mutura
Chairperson

REPUBLIC OF KENYA



Telephone: +254-(20) 3214000
Email: info@oagkenya.go.ke
Website: www.oagkenya.go.ke

HEADQUARTERS
Anniversary Towers
Monrovia Street
P.O. Box 30084-00100
NAIROBI

REPORT OF THE AUDITOR-GENERAL ON NAIROBI METROPOLITAN AREA TRANSPORT AUTHORITY FOR THE YEAR ENDED 30 JUNE, 2025

PREAMBLE

I draw your attention to the contents of my report which is in three parts:

- A. Report on Financial Statements that considers whether the financial statements are fairly presented in accordance with the applicable financial reporting framework, accounting standards and the relevant laws and regulations that have a direct effect on the financial statements;
- B. Report on Lawfulness and Effectiveness in the Use of Public Resources which considers compliance with applicable laws, regulations, policies, gazette notices, circulars, guidelines and manuals and whether public resources are applied in a prudent, efficient, economic, transparent and accountable manner to ensure the Government achieves value for money and that such funds are applied for the intended purpose; and,
- C. Report on Effectiveness of Internal Controls, Risk Management and Governance which considers how the entity has instituted checks and balances to guide internal operations. This responds to the effectiveness of the governance structure, risk management environment and internal controls, developed and implemented by those charged with governance for orderly, efficient and effective operations of the entity.

An Unmodified Opinion is issued when the Auditor-General concludes that the financial statements are fairly presented in accordance with the applicable financial reporting framework. The Report on Financial Statements should be read together with the Report on Lawfulness and Effectiveness in the Use of Public Resources, and the Report on Effectiveness of Internal Controls, Risk Management, and Governance.

The three parts of the report aim to address the Auditor-General's statutory roles and responsibilities as provided by Article 229 of the Constitution, the Public Finance Management Act, 2012, and the Public Audit Act, 2015. The three parts of the report when read together constitute the report of the Auditor-General.

REPORT ON THE FINANCIAL STATEMENTS

Opinion

I have audited the accompanying financial statements of Nairobi Metropolitan Area Transport Authority set out on pages 1 to 65, which comprise of the statement of financial position as at 30 June, 2025 and the statement of financial performance, statement of

changes in net assets, statement of cash flows and statement of comparison of budget and actual amounts for the year then ended and a summary of significant accounting policies and other explanatory information in accordance with the provisions of Article 229 of the Constitution of Kenya and Section 35 of the Public Audit Act, 2015. I have obtained all the information and explanations which to the best of my knowledge and belief, were necessary for the purpose of the audit.

In my opinion, the financial statements present fairly, in all material respects, the financial position of Nairobi Metropolitan Area Transport Authority as at 30 June, 2025 and of its financial performance and its cash flows for the year then ended, in accordance with International Public Sector Accounting Standards (Accrual Basis) and comply with the Public Finance Management Act, 2012.

Basis for Opinion

The audit was conducted in accordance with International Standards of Supreme Audit Institutions (ISSAIs). I am independent of the Nairobi Metropolitan Area Transport Authority Management in accordance with ISSAI 130 on the Code of Ethics. I have fulfilled other ethical responsibilities in accordance with the ISSAI and in accordance with other ethical requirements applicable to performing audits of financial statements in Kenya. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of Matter

Long Outstanding Trade and Other Payables

The statement of financial position reflects trade and other payables balance of Kshs.2,501,010,266 and as disclosed in Note 40 to the financial statements. This balance includes an amount of Kshs.2,448,581,526 or 98% being a balance that has been outstanding for a period of more than three (3) years. The payables relate to the contractor who designed and built the Bus Rapid Transit facilities on Thika Super Highway Corridor. Delayed payments could lead to attraction of avoidable costs in form of interests.

My opinion is not modified in respect of this matter.

Key Audit Matters

Key audit matters are those matters that, in my professional judgement, are of most significance in the audit of the financial statements. There were no key audit matters to report in the year under review.

Other Matter

Unresolved Prior Year Matters

In the prior years' audit reports, several issues were raised under the Emphasis of Matter and Report on Lawfulness and Effectiveness in Use of Public Resources. Review of the status during audit of the Authority in 2024/2025 revealed that the following four (4) issues remained unresolved:

No.	Financial Year	Audit Issue
1.	2023/2024	Long Outstanding Trade and Other Payables
2.	2023/2024	Failure to Establish a Retirement Benefit Scheme
3.	2023/2024	Failure to Comply with the Approved Staff Establishment
4.	2023/2024	Stalled Project on Design and Build Project for the Bus Rapid Transit (BRT) Facilities on Thika Highway Corridor

Other Information

The Management is responsible for the Other Information set out on page iii to lviii which comprise of Key Authority Information and Management, The Board of Directors, Profiles of the Accounting Officer and Key Management, Chairman's Statement, Statement of the Accounting Officer, Statement of Performance Against Predetermined Objectives, Governance Statement, Management Discussion and Analysis, Environmental and Sustainability Reporting and Statement of Management Responsibilities. The Other Information does not include the financial statements and my audit report thereon.

In connection with my audit on the Authority's financial statements, my responsibility is to read the Other Information and in doing so, consider whether the Other Information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated. If based on the work I have performed, I conclude that there is a material misstatement of this Other Information, I am required to report that fact. I have nothing to report in this regard.

My opinion on the financial statements does not cover the Other Information and accordingly, I do not express an audit opinion or any form of assurance conclusion thereon.

REPORT ON LAWFULNESS AND EFFECTIVENESS IN THE USE OF PUBLIC RESOURCES

Conclusion

As required by Article 229(6) of the Constitution, based on the audit procedures performed, except for the effect of the matters described in the Basis for Conclusion on Lawfulness and Effectiveness in the Use of Public Resources section of my report, I confirm that nothing else has come to my attention to cause me to believe that public resources have not been applied lawfully and in an effective way.

Basis for Conclusion

1. Non-Compliance with the Executive Order on Establishment of Board Committees and the Composition of the Board

Review of documents revealed that the Board of Directors of the Authority has fourteen (14) members with two (2) of the members term having ended within the year. The Board membership is beyond the maximum number of nine (9) members required by the Mwongozo Code of Governance for State Corporations.

Further, review of the composition of Committees revealed that the Human Resource and Administration Committee, Technical and Strategy Committee, Audit, Risk, Compliance and Governance Committee and Finance and General-Purpose Committee had 8,10,7 and 6 members respectively implying that some Board members are serving more than one committee raising the cost of Board remuneration due to the high Board representation. The membership to the Board could have accommodated maximum three (3) members without repetition.

In the circumstances, Management was in breach of the Executive Order referenced OP/CAB.9/1A dated 11 March, 2020 on Management of State Corporations and Section 1.1.3 of the Mwongozo Code of Governance for State Corporations.

2. Non-Compliance with the Approved Staff Establishment

During the year under review, the Authority had an approved staff establishment of two hundred and fifteen (215) employees. However, Part 10(c) on employee welfare and the approved staff establishment shows that the Authority had a total of ninety-four (94) employees in post. This results to understaffing of one hundred twenty-one (121) employees in the various grades within the Authority. This may result into handling of multiple roles by the same officer.

In the circumstances, the provision of services to the public by the Authority could have been hindered.

3. Failure to Establish a Retirement Benefit Scheme

The statement of financial performance reflects employee costs balance of Kshs.180,206,285. Review of the payroll revealed that deductions for the Authority pension fund for both employee and employer, contributions totaled Kshs.4,984,206 consisting of Kshs.1,664,311 and Kshs.3,319,894 respectively. However, review of the cashbook and payroll bank remittances revealed that the deductions were not remitted to any Pension Scheme. Management attributed this to halting of the procurement process in order to comply with the e-Government Procurement system.

In the circumstances, Management was in breach of the law.

4. Interest on Delayed Payments

The statement of financial position reflects Trade and Other Payables balance of Kshs.2, 501,010,266 which as disclosed in Note 40 to the financial statements includes an amount of Kshs.1,038,538,038 in respect of interest accrued for delayed payment for certificates for the design and construction Project for the Bus Rapid Transit Facilities on Thika Road Super Highway which had been issued.

Further, Note 53 to the financial statements discloses contingent liabilities balance of Kshs.745,143,093 in respect of cost claims which were attributed to the delayed approval of drawings, delayed land acquisition and suspension of works resulting to cost overrun of the BRT Project by Kshs.1,783,681,131 or 32% of the contract price.

In the circumstances, there is no value for money in the BRT Project arising from interest on delayed payments.

5. Stalled Project – Design and Build Project for The Rapid Transit (BRT) Facilities on Thika Superhighway Corridor

The statement of financial position reflects property, plant and equipment balance of Kshs.3,446,023,480 as disclosed in Note 15 to the financial statements. Included in the balance is Work-In-Progress (WIP) balance of Kshs.3,107,855,928 in respect of works certified to date.

The work-in-progress balance remained the same as from the previous financial years. The WIP entails contract on the Design and Build Project for the Bus Rapid Transit (BRT) facilities on Thika Superhighway Corridor. This contract was undertaken by a firm in Joint Venture with another firm at a contract sum of Kshs.5,575,071,798. However, the payments to joint venture were delayed and the company suspended the works from 11 January, 2022. Further, there was no budgetary allocation for the Project during the year under review, despite the fact that most of its certificates had not been fully settled. In the circumstances, value for money on the BRT facilities could not be confirmed.

The audit was conducted in accordance with ISSAI 3000 and ISSAI 4000. The standards require that I comply with ethical requirements and plan and perform the audit to obtain assurance about whether the activities, financial transactions and information reflected in the financial statements comply in all material respects, with the authorities that govern them. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my conclusion.

REPORT ON EFFECTIVENESS OF INTERNAL CONTROLS, RISK MANAGEMENT AND GOVERNANCE

Conclusion

As required by Section 7(1)(a) of the Public Audit Act, 2015, based on the audit procedures performed, I confirm that nothing has come to my attention to cause me to believe that internal controls, risk management and governance were not effective.

Basis for Conclusion

The audit was conducted in accordance with ISSAI 2315 and ISSAI 2330. The standards require that I plan and perform the audit to obtain assurance about whether effective processes and systems of internal controls, risk management and overall governance were operating effectively in all material respects. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my conclusion.

Responsibilities of the Management and Board of Directors

Management is responsible for the preparation and fair presentation of these financial statements in accordance with International Public Sector Accounting Standards (Accrual Basis) and for maintaining effective internal controls as Management determines is

necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error and for its assessment of the effectiveness of internal controls, risk management and governance.

In preparing the financial statements, Management is responsible for assessing the Authority's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless Management is aware of the intention to cease operations.

Management is also responsible for the submission of the financial statements to the Auditor-General in accordance with the provisions of Section 47 of the Public Audit Act, 2015.

In addition to the responsibility for the preparation and presentation of the financial statements described above, Management is also responsible for ensuring that the activities, financial transactions and information reflected in the financial statements comply with the authorities which govern them and that public resources are applied in an effective way.

The Board of Directors is responsible for overseeing the Authority's financial reporting process, reviewing the effectiveness of how Management monitors compliance with relevant legislative and regulatory requirements, ensuring that effective processes and systems are in place to address key roles and responsibilities in relation to governance and risk management, and ensuring the adequacy and effectiveness of the control environment.


Auditor-General's Responsibilities for the Audit

My responsibility is to conduct an audit of the financial statements in accordance with Article 229(4) of the Constitution, Section 35 of the Public Audit Act, 2015 and the International Standards of Supreme Audit Institutions (ISSAIs). The standards require that, in conducting the audit, I obtain reasonable assurance about whether the financial statements as a whole are free from material misstatements, whether due to fraud or error and to issue an auditor's report that includes my opinion in accordance with Section 48 of the Public Audit Act, 2015. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISSAIs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

In conducting the audit, Article 229(6) of the Constitution also requires that I express a conclusion on whether or not in all material respects, the activities, financial transactions and information reflected in the financial statements are in compliance with the authorities that govern them and that public resources are applied in an effective way. In addition, I consider the entity's control environment in order to give an assurance on the effectiveness of internal controls, risk management and governance processes and systems in accordance with the provisions of Section 7(1)(a) of the Public Audit Act, 2015.

Further, I am required to submit the audit report in accordance with Article 229(7) of the Constitution.

Detailed description of my responsibilities for the audit is located at the Office of the Auditor-General's website at: <https://www.oagkenya.go.ke/auditor-generals-responsibilities-for-audit/>. This description forms part of my auditor's report.


FCPA Nancy Gathungu, CBS
AUDITOR-GENERAL

Nairobi

10 December, 2025

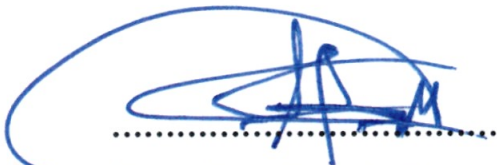
The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

13. Statement of Financial Performance for the year ended 30 June 2025

	Notes	2024 - 2025	2023 - 2024
		Kshs	Kshs
Revenue from non-exchange transactions			
Transfers from Exchequer	6	-	-
Transfers from Other Government entities	7	1,229,500,000	1,057,000,000
Transfers from Domestic and Foreign Partners	8	-	-
Levies, fines, penalties, and forfeitures	9	-	-
Reimbursement and Refunds	10	-	-
Total		1,229,500,000	1,057,000,000
Revenue from exchange transactions			
Licenses, Fees and Permits	11	-	-
Rendering of services	12	-	-
Rental revenue from facilities and equipment	13	-	-
Finance income	14	-	-
Miscellaneous income	15	-	-
Total revenue		1,229,500,000	1,057,000,000
Expenses			
Employee costs	16	180,206,285	80,352,521
Use of goods and services	17	401,442,715	246,856,645
Transfers to other Government Entities	18	-	-
Board Expenses	19	27,932,654	14,382,146
Depreciation and amortization expense	20	52,443,623	31,745,395
Other Grants and Subsidies	21	-	-
Finance costs	22	-	-
Social Benefits	23	-	-
Total expenses		662,025,277	373,336,707
Other gains/(losses)			
Gain/(loss) on sale of assets	24	(25,206,089)	-
Gain/Loss on foreign exchange transactions	25	-	-
Gain/Loss on fair value of investments	26	-	-
Impairment loss	27	(171,586,147)	-
Surplus/Deficit for the year		370,682,487	683,663,293
Taxation	28	-	-
Net Surplus/(Deficit)		370,682,487	683,663,293

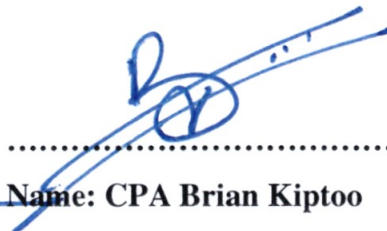
**The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.**

The Financial Statements set out on pages 1 to 10 were signed by:



Name: Eng. Francis Gitau
Accounting Officer

Date 17/11/25



Name: CPA Brian Kiptoo
Head of Finance & Accounts
ICPAK M/No. 27647

Date 17/11/25



Name: Hon Benson Mutura
Chairman of the Board

Date 17/11/25

14 Statement of Financial Position as at 30 June 2025

	Notes	2024 - 2025	2023 - 2024
		Kshs	Kshs
Assets			
Current Assets			
Cash and Cash equivalents	29	3,092,957	29,569,681
Receivables from Exchange Transactions	30(a)	276,018	3,563,221
Receivables from Non-Exchange Transactions	31	-	-
Inventories	32	29,157,521	32,586,162
Investments	33	-	-
Total Current Assets		32,526,496	65,719,064
Non-Current Assets			
Receivables from Exchange Transactions	30(b)	-	-
Investments	33	-	-
Property, Plant and Equipment	34	4,484,561,519	3,163,982,747
Right of use assets	35	-	-
Intangible Assets	36	41,125,986	4,278,788
Investment Property	37	-	-
Biological Assets	38	-	-
Tangible natural resources	39	-	-
Total Non-Current Assets		4,525,687,505	3,168,261,535
Total Assets (a)		4,558,214,001	3,233,980,599
Liabilities			
Current Liabilities			
Trade and Other Payables	40	2,501,010,266	1,562,669,221
Refundable Deposits	41	-	-
Current Provision	42	-	-
Current Lease Liabilities	43	-	-
Deferred Income	44	-	-
Employee Benefit Obligation	45	15,209,870	9,354,647
Current Portion of Borrowings	46	-	-
Social Benefit Liability	47	-	-
Total Current Liabilities		2,516,220,136	1,572,023,868
Non-Current Liabilities			
Non-Current Provisions	-	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

	Notes	2024 - 2025	2023 - 2024
		Kshs	Kshs
Non-current lease liability	43	-	-
Deferred Income	44	-	-
Employee Benefit Obligation	45	14,159,295	4,804,648
Borrowings – Non-Current Portion	46	-	-
Social Benefit Liability	47	-	-
Service Concession Liability	48	-	-
Total Non-Current Liabilities		14,159,295	4,804,648
Total Liabilities (b)		2,530,379,431	1,576,828,516
Net Assets (a-b)		2,027,834,570	1,657,152,083
Represented by:			
Reserves		-	-
Accumulated Surplus		1,344,265,153	973,582,666
Capital Fund		683,549,417	683,549,417
Net Assets		2,027,834,570	1,657,152,083

The financial statements set out on pages 1 to 10 were signed by:



Name: Eng Francis Gitau
Accounting Officer

Date 17/11/25-



Name: CPA Brian Kiptoo
Head of Finance & Accounts
ICPAK M/No 27647

Date 17/11/25-



Name: Hon Benson Mutura
Chairman of the Board

Date 17/11/25

15 Statement of Changes in Net Assets for the year ended 30 June 2025

	Accumulated Surplus	Reserves	Capital Fund	Total
Fund balance as at 30th June 2024	973,582,666	-	683,569,417	1,657,152,083
Adjustments			-	
Recognition of Assets	-			
Recognition of Liabilities	-			
As at July 1, 2024	973,582,666	-	683,549,417	1,657,152,083
Return to Exchequer	-			
Surplus/ deficit for the year	370,682,487			370,682,487
Capital funds received in the year				
As at June 30, 2025	1,344,265,153	-	683,549,417	2,027,834,570

16. Statement of Cash Flows for the year ended 30 June 2025

		2024 – 2025	2023 - 2024
	Notes	Kshs	Kshs
Cash flows from operating activities			
Receipts			
Transfers from exchequers	6	-	-
Transfers from other government entities	7	1,229,500,000	1,057,000,000
Levies, fines, penalties, and forfeitures	9	-	-
Licenses, fees, and permits	11	-	-
Rendering of services	12	-	-
Rental revenue from facilities and equipment	13	-	-
Finance income	14	-	-
Other income	15	-	-
Total receipts		1,229,500,000	1,057,000,000
Payments			
Employee costs		164,996,415	80,352,521
Use of goods and services		494,923,865	873,185,356
Transfers to other Government Entities	18	-	-
Board Expenses		27,932,654	14,382,146
Other Grants and Subsidies	21	-	-
Social Benefits	23	-	-
Total payments		687,852,934	967,919,858
Net cash flows from/(used in) operating activities	49	541,647,066	89,079,977
Cash flows from investing activities			
Purchase of PPE	34	(347,804,403)	(59,598,265)
Purchase of Intangible Assets	36	(48,733,240)	-
Proceeds from sale of PPE		-	-
Proceeds from sale of biological assets		-	-
Purchase of investments	37	(171,586,147)	-
Sale of investments		-	-
Net cash flows from/(used in) investing activities		(568,123,790)	(59,598,265)
Cash flows from financing activities			
Return to Exchequer		-	-
Proceeds from borrowings		-	-
Repayment of borrowings		-	-
Net cash flows from financing Activities		-	-

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

		2024 – 2025	2023 - 2024
	Notes	Kshs	Kshs
Net increase/(decrease) in cash & Cash equivalents		(26,476,724)	87,969
Cash and cash equivalents at 1 July	29	29,569,681	29,481,712
Cash and cash equivalents at 30 June	29	3,092,957	29,569,681

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

17. Statement of Comparison of Budget and Actual amounts for the year ended 30 June 2025

Recurrent and Development Combined


Receipt/Expense Item	Original Budget	Adjustments	Final Budget	Actual on Comparable Basis	Budget Utilization Difference	% of Utilization
	a	b	c= a+b	d	e= c-d	f= d/c %
Receipts						
Exchequer releases				-		
Transfers from other government entities	1,099,500,000	130,000,000	1,229,500,000	1,229,500,000	-	100%
Proceeds from domestic and foreign grants						
Proceeds from domestic borrowings						
Proceeds from foreign borrowings						
Proceeds from sale of assets						
Reimbursements and refunds						
Miscellaneous receipts						
Total Receipts	1,099,500,000	130,000,000	1,229,500,000	1,229,500,000	-	100%
Payments						
Compensation of employees	181,131,772	-	181,131,772	180,206,285	925,487	99.49%
Use of goods and services	308,228,228	70,200,000	378,428,228	401,442,715	(23,014,487)	106.08%
Board Expenses	19,940,000	8,000,000	27,940,000	27,932,654	7,346	99.97%
Subsidies						
Transfers to other government entities						
Other grants and transfers						

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.


Receipt/Expense Item	Original Budget	Adjustments	Final Budget	Actual on Comparable Basis	Budget Utilization Difference	% of Utilization
	a	b	c= a+b	d	e= c-d	f= d/c %
Social security benefits						
Acquisition of assets	236,286,817	51,800,000	532,400,000	568,123,790	(35,723,790)	106.71%
Finance costs, including loan interest	-	-	-	-		
Repayment of domestic & foreign borrowing	-	-	-	-		
Other payments – (Stecol)	353,913,183	-	109,600,000	109,548,183	51,817	99.95%
Total Payments	1,099,500,000	130,000,000	1,229,500,000	1,287,253,627	(57,753,627)	104.70%
Surplus	-	-	-	(57,753,627)		

(a) **Variance analysis:** [Provide below a commentary on significant underutilization (below 90% of utilization) and any overutilization (above 100%)

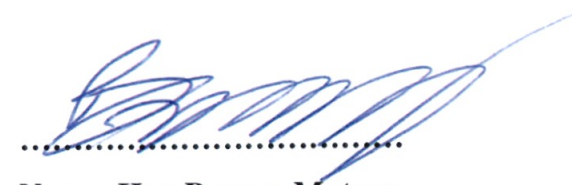
The entity financial statements were approved on 17/11/2025 and signed by:



Name: Eng Francis Gitau
Accounting Officer



Name: CPA Brian Kiptoo
Head of Finance & Accounts
ICPAK M/No 27647



Name: Hon Benson Mutura
Chairman of the Board

Date

Date

Date

The Nairobi Metropolitan Area Transport Authority
Annual Report and Financial Statements for the year ended June 30, 2025.

Budget Reconciliation to the Statement of Cash Flows

	Description of Particulars	Amount in Kshs
	Actual Surplus Amounts as per the statement of Budget	(57,753,627)
1	Reason for differences: timing	60,846,584
2	Reason for differences	-
3	Reason for differences	-
4	Reason for differences	-
	Closing Cash and Cash Equivalent as per the statement of Cash flows	3,092,957

Budget Execution by Programmes and Sub-Programmes for FY 2025

Programme/Sub-programme	Original Budget	Adjustments	Final Budget	Actual on comparable basis	Budget utilization difference
	Kshs	Kshs	Kshs	Kshs	Kshs
Programme 1					
Sub-programme 1					
Sub-programme 2					
Sub-programme 3					
Programme 2					
Sub-programme 1					
Sub-programme 2					
Sub-programme 3					
Total					

(NB: This statement is a disclosure statement indicating the utilisation in the same format at the Entity's budgets which are programme based. It should tie with the combined Statement of Budgeted Vs Actual Amounts. Ensure that this document is completed to enable consolidation by the National Treasury)

18. Notes to the Financial Statements

1. Establishment

The Nairobi Metropolitan Area Transport Authority (NaMATA) is established by and derives its authority and accountability through Legal Notice No. 18 of 17th February 2017. The Authority is wholly owned by the Government of Kenya and is domiciled in Kenya. The Authority's principal activity is overseeing the establishment of an integrated, efficient, effective, and sustainable public transport system within the Nairobi Metropolitan Area (NMA) through planning, managing, and regulating Mass Rapid Transit Systems.

2. Statement of Compliance and Basis of Reporting

Statement of compliance

These financial statements have been prepared in accordance with the Public Finance Management Act, 2012, and with the International Public Sector Accounting Standards (IPSAS).

For the purpose of these financial statements, the agency has been categorized as a Schedule 1 national government MDA in line with Section 4 of the Public Finance Management Act, 2012 read together with Regulation 211 (2) of the Public Finance Management (National Government) Regulations, 2015. Schedule 1 national government entities include Ministries, Departments, Agencies, constitutional institutions and independent offices. MDAs are reporting entities whose primary objective is to provide policy and coordination of government services.

The use of public resources by MDAs is primarily governed by Chapter 12 of the Constitution, the relevant Appropriation Act, the Public Finance Management Act, of 2012, and the Public Procurement and Disposal Act, of 2015.

These financial statements were authorized for issue by the Accounting Officer on 29th August 2025

Reporting period

The reporting period for these financial statements is for the period ended June 30, 2025.

Notes to the financial statements

Basis of preparation

These financial statements have been prepared on a going concern basis, and the accounting policies have been applied consistently throughout the period on an accrual basis unless otherwise specified (for example, the Statement of Cash Flows). Under an accrual basis, revenues are recognised when rights to assets are earned or levied rather than when cash is received, and expenses are recognised when obligations are incurred rather than when they are settled. The financial statements have been prepared and presented in Kenya Shillings to the nearest shilling. The accounting policies adopted have been consistently applied to all the years presented.

Critical accounting judgements

IPSAS requires accounting judgements to be made in determining accounting policies that impact the presentation of these financial statements. The most critical of these judgements, and their impact, are:

Recognition of revenue

A revenue is an increase in the net financial position, other than increases arising from ownership contributions. Revenue is required to be measured when the event occurs and when recognition criteria (probable inflow of resources and ability to reliably measure their value) are met. Judgment is required to determine if these criteria are met, particularly where limited evidence is available at the time the revenue is earned.

Recognition of non-exchange expenses and liabilities

A liability is a present obligation of the Agency for an outflow of resources that results from a past event. Expenses (and other liabilities) are recognized when there is a present obligation (legal or constructive) as a result of a past event. An outflow of resources embodying economic benefits will probably be required to settle the obligation, and a reliable estimate of the obligation can be made. Judgment is required in assessing each of these conditions, and therefore reporting if an expense and a present obligation should be reported.

The Agency pursues a number of policy targets and outcomes. However, the commitment to these targets and outcomes, generally, do not of themselves constitute a present obligation unless the Agency is clear on the cost it intends to incur, when payment will be made, and to whom and as a consequence has raised a valid expectation. As a consequence, liabilities are not reported for costs associated with the Agency policy objectives and targets. Where a policy choice gives rise to an

Notes to the financial statements

obligation that exists independently of the Agency's future actions, expenses (and other related liabilities) are recognized for that policy.

Purpose and nature of financial instruments

Judgment is required in determining whether financial assets (including investment in securities and advances) and financial liabilities are held for trading or to provide a return through interest and principal transactions. Depending on that judgment, financial instruments will be reported at fair value or on an amortized cost basis.

Climate change obligations

Kenya's current National Determined Contribution (NDC) to deliver on the goals of the Paris Agreement sets a headline target of a 32 per cent emission reduction by 2030 relative to the business-as-usual scenario of 143 MtCO₂eq. The agency's commitments to climate change action do not constitute a present obligation on the balance sheet but are disclosed separately.

Physical assets

An asset is a resource presently controlled by the Agency as a result of a past event. The primary reason for holding property, plant, and equipment and other assets is for their service potential rather than their ability to generate cash flows. Because of the types of services provided, a significant proportion of assets used by public sector entities, including roads, national parks, heritage buildings etc are specialized in nature. There may be a limited market for such assets, and so judgment is required on measurement. Judgment is also required on whether assets are held for commercial purposes or public benefit purposes.

Notes to the Financial Statements (Continued)

3. Adoption of New and Revised Standards

i) New and amended standards and interpretations in issue effective in the year ended 30 June 2025.

There were no new and amended standards issued in the financial year.

ii) New and amended standards and interpretations in issue but not yet effective in the year ended 30 June 2025.

Standard	Effective date and impact:
IPSAS 43	<p><i>Applicable 1st January 2025</i></p> <p>The standard sets out the principles for the recognition, measurement, presentation, and disclosure of leases. The objective is to ensure that lessees and lessors provide relevant information in a manner that faithfully represents those transactions. This information gives a basis for users of financial statements to assess the effect that leases have on the financial position, financial performance, and cash flows of an MDA.</p> <p>The new standard requires entities to recognise, measure, and present information on right-of-use assets and lease liabilities.</p> <p>❖ <i>Applying IPSAS 43 has improved the transparency of lease accounting by providing a unified view of lease accounting.</i></p>
IPSAS 44: Non- Current Assets Held for Sale and Discontinued Operations	<p><i>Applicable 1st January 2025</i></p> <p>The Standard requires,</p> <p>Assets that meet the criteria to be classified as held for sale to be measured at the lower of carrying amount and fair value less costs to sell and the depreciation of such assets to cease and:</p> <p>Assets that meet the criteria to be classified as held for sale to be presented separately in the statement of financial position and the results of discontinued operations to be presented separately in the statement of financial performance.</p> <p>❖ <i>The standard has helped to specify the accounting for assets held for sale, and the presentation and disclosure of discontinued operations.</i></p>
IPSAS 45- Property Plant and Equipment	<p><i>Applicable 1st January 2025</i></p> <p>The standard supersedes IPSAS 17 on Property, Plant and Equipment. IPSAS 45 has additional guidance/ new guidance for heritage assets, infrastructure assets, and measurement. Heritage assets were previously excluded from the scope of IPSAS 17 in IPSAS 45; heritage assets that satisfy the definition of</p>

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Standard	Effective date and impact:
	<p>PPE shall be recognised as assets if they meet the criteria in the standard. IPSAS 45 has an additional application guidance for infrastructure assets, implementation guidance, and illustrative examples. The standard has clarified existing principles, e.g, valuation of land over or under the infrastructure assets, under-maintenance of assets, and distinguishing significant parts of infrastructure assets.</p> <p>❖ <i>The standard has helped</i></p> <p>a) <i>To bring out the characteristics of heritage assets;</i></p> <p>i) <i>Are assets that have restrictions on their use / or disposal</i></p> <p>ii) <i>Are replaceable</i></p> <p>iii) <i>Have long and sometimes indefinite useful lives.</i></p> <p>b) <i>Clarify the application of existing principles to heritage assets related to;</i></p> <p>i) <i>Depreciation:</i></p> <ul style="list-style-type: none"> • <i>The useful life of an asset, including finite and indefinite useful lives; and</i> • <i>That entities are required to review property, plant, and equipment with an indefinite useful life annually for indications of impairment;</i> <p>ii) <i>Control, including heritage assets held temporarily as well as those being stored and not displayed to the public</i></p> <p>iii) <i>Restrictions on the use, which may impact the entity's ability to derive its current value; and</i></p> <p>c) <i>Recognition of subsequent expenditure on unrecognized heritage assets.</i></p>
<p>IPSAS 46 Measurement</p>	<p><i>Applicable 1st January 2025</i></p> <p>The objective of this standard was to improve measurement guidance across IPSAS by:</p> <p>i. Providing further detailed guidance on the implementation of commonly used measurement bases and the circumstances under which they should be used.</p> <p>ii. Clarifying transaction costs guidance to enhance consistency across IPSAS;</p>

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Standard	Effective date and impact:
	<p>iii. Amending where appropriate guidance across IPSAS related to measurement at recognition, subsequent measurement and measurement-related disclosures.</p> <p>The standard also introduces a public sector-specific measurement bases called the current operational value.</p> <p>❖ <i>Applying the standard brings clarity in to the measuring process of the Agency.</i></p>
<p>IPSAS 47- Revenue</p>	<p><i>Applicable 1st January 2026</i></p> <p>This standard supersedes IPSAS 9- Revenue from exchange transactions, IPSAS 11 Construction contracts, and IPSAS 23 Revenue from non-exchange transactions. This standard brings all the guidance of accounting for revenue under one standard. The objective of the standard is to establish the principles that an MDA shall apply to report useful information to users of financial statements about the nature, amount, timing, and uncertainty of revenue and cash flow arising from revenue transactions.</p> <p>❖ <i>Applying the standard will bring clarity into the measurement of Revenue from exchange and Revenue from non-exchange transactions</i></p>
<p>IPSAS 48- Transfer Expenses</p>	<p><i>Applicable 1st January 2026</i></p> <p>The objective of the standard is to establish the principles that a transfer provider shall apply to report useful information to users of financial statements about the nature, amount, timing, and uncertainty of expenses and cash flow arising from transfer expense transactions. This is a new standard for public sector entities geared to provide guidance to entities that provide transfers on accounting for such transfers.</p> <p>❖ <i>Applying the standard will enhance transparency in transfer transactions</i></p>
<p>IPSAS 49- Retirement Benefit Plans</p>	<p><i>Applicable 1st January 2026</i></p> <p>The objective is to prescribe the accounting and reporting requirements for the public sector retirement benefit plans that provide retirement to public sector employees and other eligible participants. The standard sets the financial statements that should be presented by a retirement benefit plan.</p> <p>❖ <i>The standard is not relevant to the agency.</i></p>
<p>IPSAS 50:</p>	<p><i>Applicable 1st January 2027</i></p>

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Standard	Effective date and impact:
Exploration For & Evaluation of Mineral Resources	<p>The objective of this Standard is to specify the financial reporting for the exploration for and evaluation of mineral resources. The Standard requires:</p> <ul style="list-style-type: none"> i. Limited improvements to existing accounting practices for exploration and evaluation expenditures. ii. Entities that recognize exploration and evaluation assets to assess such assets for impairment in accordance with this Standard and measure any impairment in accordance with IPSAS 26. iii. Disclosures that identify and explain the amounts in the entity's financial statements arising from the exploration for and evaluation of mineral resources and help users of those financial statements understand the amount, timing and certainty of future cash flows from any exploration and evaluation assets recognized. <p>❖ <i>The standard is not relevant to the agency.</i></p>

iii) Early adoption of standards

The Agency did not early-adopt any new or amended standards in the financial year 2024 - 2025

4. Summary of Significant Accounting Policies

a) Revenue recognition

i) Revenue from non-exchange transactions

Fees, taxes and fines

The Agency recognizes revenues from fees, taxes, and fines when the event occurs and the asset recognition criteria are met. To the extent that there is a related condition attached that would give rise to a liability to repay the amount, deferred income is recognized instead of revenue. Other non-exchange revenues are recognized when it is probable that the future economic benefits or service potential associated with the asset will flow to the Agency and the fair value of the asset can be measured reliably.

Transfers from other government entities

Revenues from non-exchange transactions with other government entities are measured at fair value and recognized on obtaining control of the asset (cash, goods, services and property) if the transfer is free from conditions and it is probable that the economic benefits or service potential related to the asset will flow to the Agency and can be measured reliably. Recurrent grants are recognized in the statement of comprehensive income. Development grants are recognized in the statement of financial performance after meeting the revenue recognition criteria. Conditional grants are recognized as revenue upon fulfilment of the set conditions.

ii) Revenue from exchange transactions

Rendering of services

The Agency recognizes revenue from rendering of services by reference to the stage of completion when the outcome of the transaction can be estimated reliably. The stage of completion is measured by reference to labour hours incurred to date as a percentage of total estimated labour hours. Where the contract outcome cannot be measured reliably, revenue is recognized only to the extent that the expenses incurred are recoverable.

Interest income

Interest income is accrued using the effective yield method. The effective yield discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount. The method applies this yield to the principal outstanding to determine interest income each period.

Rental income

Rental income arising from operating leases on investment properties is accounted for on a straight-line basis over the lease terms and included in revenue.

Notes to the Financial Statements (Continued)

Summary of Significant Accounting Policies (Continued)

b) Budget information

The original budget for FY 2024/25 was approved by the National Assembly on 5th June 2024. Subsequent revisions or additional appropriations were made to the approved budget in accordance with specific approvals from the appropriate authorities. The additional appropriations are added to the original budget by the Authority upon receiving the respective approvals in order to conclude the final budget. Accordingly, the Authority recorded additional appropriations of Ksh 130 million on the 2024/25 budget following the governing body's approval. The Authority's budget is prepared on a different basis to the actual income and expenditure disclosed in the financial statements. The financial statements are prepared on accrual basis using a classification based on the nature of expenses in the statement of financial performance, whereas the budget is prepared on a cash basis. The amounts in the financial statements were recast from the accrual basis to the cash basis and reclassified by presentation to be on the same basis as the approved budget. A comparison of budget and actual amounts, prepared on a comparable basis to the approved budget, is then presented in the statement of comparison of budget and actual amounts. In addition to the Basis difference, adjustments to amounts in the financial statements are also made for differences in the formats and classification schemes adopted for the presentation of the financial statements and the approved budget. A statement to reconcile the actual amounts on a comparable basis included in the statement of comparison of budget and actual amounts and the actuals as per the statement of cash flows has been presented under section 16 of these financial statements.

c) Investment property

Investment properties are measured initially at cost, including transaction costs. The carrying amount includes the replacement cost of components of an existing investment property at the time that cost is incurred if the recognition criteria are met and excludes the costs of day-to-day maintenance of an investment property. Investment property acquired through a non-exchange transaction is measured at its fair value at the date of acquisition. Subsequent to initial recognition, investment properties are measured using the cost model and are depreciated over one year period. Investment properties are derecognized either when they have been disposed of or when the investment property is permanently withdrawn from use and no future economic benefit or service potential is expected from its disposal. The difference between the net disposal proceeds and the carrying amount of the asset is recognized in the surplus or deficit in the period of de-recognition. Transfers are made to or from investment property only when there is a change in use.

Notes to the Financial Statements (Continued)

Summary of Significant Accounting Policies (Continued)

d) Property, plant and equipment

All property, plant and equipment are stated at cost less accumulated depreciation and impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the items. When significant parts of property, plant and equipment are required to be replaced at intervals, the Agency recognizes such parts as individual assets with specific useful lives and depreciates them accordingly. Likewise, when a major inspection is performed, its cost is recognized in the carrying amount of the plant and equipment as a replacement if the recognition criteria are satisfied. All other repair and maintenance costs are recognized in surplus or deficit as incurred. Where an asset is acquired in a non-exchange transaction for nil or nominal consideration the asset is initially measured at its fair value.

e) Right of use asset

The right-of-use assets comprise the initial measurement of the corresponding lease liability, lease payments made at or before the commencement day, less any lease incentives received and any initial direct costs. They are subsequently measured at cost less accumulated depreciation and impairment losses. Whenever the Agency incurs an obligation for costs to dismantle and remove a leased asset, restore the site on which it is located, or restore the underlying asset to the condition required by the terms and conditions of the lease, a provision is recognized and measured under IPSAS 21 or IPSAS 26. To the extent that the costs relate to a right-of-use asset, the costs are included in the related right-of-use asset, unless those costs are incurred to produce inventories. Right-of-use assets are depreciated over the shorter period of the lease term and the useful life of the underlying asset. If a lease transfers ownership of the underlying asset or the cost of the right-of-use asset reflects that the Agency expects to exercise a purchase option, the related right-of-use asset is depreciated over the useful life of the underlying asset. The depreciation starts at the commencement date of the lease. The right-of-use assets are presented as a separate line in the statement of financial position.

f) Tangible Natural Resources

The Agency recognises a tangible natural resource recognized if, and only if: It is probable that service potential associated with the natural resource will flow to the Agency; the Agency controls the tangible natural resource as a result of past events; and the tangible natural resource can be measured reliably. Where this criterion is not met, the Agency discloses the tangible natural resource in the notes to the financial statements. Where a tangible natural resource is recognized

Notes to the Financial Statements (Continued)

as an asset as the result of an event that is not a transaction in an orderly market, including non-exchange transactions, the asset shall be measured initially at its deemed cost. An Agency shall apply IPSAS 46, Measurement, when measuring the deemed cost of such a recognized tangible natural resource. A recognized tangible natural resource acquired through an exchange transaction shall be measured at its cost. The historical cost model is applied after initial recognition, less any depreciation and impairment losses.

g) Leases

Finance leases are leases that transfer substantially all of the risks and benefits incidental to ownership of the leased item to the Agency. Assets held under a finance lease are capitalized at the commencement of the lease at the fair value of the leased property or, if lower, at the present value of the future minimum lease payments. The Agency also recognizes the associated lease liability at the inception of the lease. The liability recognized is measured as the present value of the future minimum lease payments at initial recognition. Subsequent to initial recognition, lease payments are apportioned between finance charges and reduction of the lease liability so as to achieve a constant rate of interest on the remaining balance of the liability. Finance charges are recognized as finance costs in surplus or deficit. An asset held under a finance lease is depreciated over the useful life of the asset. However, if there is no reasonable certainty that the Agency will obtain ownership of the asset by the end of the lease term, the asset is depreciated over the shorter of the estimated useful life of the asset and the lease term.

h) Intangible assets

Intangible assets acquired separately are initially recognized at cost. The cost of intangible assets acquired in a non-exchange transaction is their fair value at the date of the exchange. Following initial recognition, intangible assets are carried at cost less any accumulated amortization and accumulated impairment losses. Internally generated intangible assets, excluding capitalized development costs, are not capitalized, and expenditure is reflected in surplus or deficit in the period in which the expenditure is incurred. The useful life of the intangible assets is assessed as either finite or indefinite.

i) Research and development costs

The Agency expenses research costs as incurred. Development costs on an individual project are recognized as intangible assets when the Agency can demonstrate:

- i) The technical feasibility of completing the asset so that the asset will be available for use or sale

Notes to the Financial Statements (Continued)

- ii) Its intention to complete and its ability to use or sell the asset
- iii) How the asset will generate future economic benefits or service potential
- iv) The availability of resources to complete the asset
- v) The ability to measure reliably the expenditure during development.

Following initial recognition of an asset, the asset is carried at cost less any accumulated amortization and accumulated impairment losses. Amortization of the asset begins when development is complete, and the asset is available for use. It is amortized over the period of expected future benefit. During the period of development, the asset is tested for impairment annually with any impairment losses recognized immediately in surplus or deficit.

j) Financial instruments

IPSAS 41 addresses the classification, measurement and de-recognition of financial assets and financial liabilities, introduces new rules for hedge accounting and a new impairment model for financial assets. The Agency does not have any hedge relationships and therefore the new hedge accounting rules have no impact on the Agency's financial statements. A financial instrument is any contract that gives rise to a financial asset of one Agency and a financial liability or equity instrument of another Agency. At initial recognition, the Agency measures a financial asset or financial liability at its fair value plus or minus, in the case of a financial asset or financial liability not at fair value through surplus or deficit, transaction costs that are directly attributable to the acquisition or issue of the financial asset or financial liability.

Notes to the Financial Statements (Continued)

Summary of Significant Accounting Policies (Continued)

a) Financial assets

Classification of financial assets

The Agency classifies its financial assets as subsequently measured at amortised cost, fair value through net assets/ equity or fair value through surplus and deficit on the basis of both the Agency's management model for financial assets and the contractual cash flow characteristics of the financial asset. A financial asset is measured at amortized cost when the financial asset is held within a management model whose objective is to hold financial assets in order to collect contractual cash flows and the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal outstanding. A financial asset is measured at fair value through net assets/ equity if it is held within the management model whose objective is achieved by both collecting contractual cashflows and selling financial assets and the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding. A financial asset shall be measured at fair value through surplus or deficit unless it is measured at amortized cost or fair value through net assets/ equity unless an Agency has made irrevocable election at initial recognition for particular investments in equity instruments.

Subsequent measurement

Based on the business model and the cash flow characteristics, the Agency classifies its financial assets into amortized cost or fair value categories for financial instruments. Movements in fair value are presented in either surplus or deficit or through net assets/ equity, subject to certain criteria being met.

Amortized cost

Financial assets that are held for collection of contractual cash flows where those cash flows represent solely payments of principal and interest, and that are not designated at fair value through surplus or deficit, are measured at amortized cost. A gain or loss on an instrument that is subsequently measured at amortized cost and is not part of a hedging relationship is recognized in profit or loss when the asset is de-recognized or impaired. Interest income from these financial assets is included in finance income using the effective interest rate method.

Notes to the Financial Statements (Continued)

Fair value through net assets/ equity

Financial assets that are held for collection of contractual cash flows and for selling the financial assets, where the assets' cash flows represent solely payments of principal and interest, are measured at fair value through net assets/ equity. Movements in the carrying amount are taken through net assets, except for the recognition of impairment gains or losses, interest revenue and foreign exchange gains and losses, which are recognized in surplus/deficit. Interest income from these financial assets is included in finance income using the effective interest rate method.

Trade and other receivables

Trade and other receivables are recognized at fair values less allowances for any uncollectible amounts. Trade and other receivables are assessed for impairment on a continuing basis. An estimate is made of doubtful receivables based on a review of all outstanding amounts at the year end.

Fair value through surplus or deficit

Financial assets that do not meet the criteria for amortized cost or fair value through net assets/ equity are measured at fair value through surplus or deficit. A business model where the Agency manages financial assets with the objective of realizing cash flows through solely the sale of the assets would result in a fair value through surplus or deficit model.

Impairment

The Agency assesses, on a forward-looking basis, the expected credit loss ('ECL') associated with its financial assets carried at amortized cost and fair value through net assets/equity. The Agency recognizes a loss allowance for such losses at each reporting date. Critical estimates and significant.

The authority does not have investments in financial assets.

b) Financial liabilities

Classification

The Agency classifies its liabilities as subsequently measured at amortized cost except for financial liabilities measured through profit or loss.

k) Inventories

Inventory is measured at cost upon initial recognition. To the extent that inventory was received through non-exchange transactions (for no cost or for a nominal cost), the cost of the inventory is

Notes to the Financial Statements (Continued)

its fair value at the date of acquisition. Costs incurred in bringing each product to its present location and conditions are accounted for, as follows:

- i) Raw materials: purchase cost using the weighted average cost method.
- ii) Finished goods and work in progress: cost of direct materials and labour and a proportion of manufacturing overheads based on the normal operating capacity, but excluding borrowing costs.

After initial recognition, inventory is measured at the lower of cost and net realizable value. However, to the extent that a class of inventory is distributed or deployed at no charge or for a nominal charge, that class of inventory is measured at the lower of cost and current replacement cost. Net realizable value is the estimated selling price in the ordinary course of operations, less the estimated costs of completion and the estimated costs necessary to make the sale, exchange, or distribution. Inventories are recognized as an expense when deployed for utilization or consumption in the ordinary course of operations of the Agency.

l) Provisions

Provisions are recognized when the Agency has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. Where the Agency expects some or all of a provision to be reimbursed, for example, under an insurance contract, the reimbursement is recognized as a separate asset only when the reimbursement is virtually certain. The expense relating to any provision is presented in the statement of financial performance net of any reimbursement.

m) Social Benefits

Social benefits are cash transfers provided to i) specific individuals and/or households that meet the eligibility criteria, ii) mitigate the effects of social risks, and iii) address the needs of society as a whole. The Agency recognises a social benefit as an expense for the social benefit scheme at the same time that it recognises a liability. The liability for the social benefit scheme is measured at the best estimate of the cost (the social benefit payments) that the Agency will incur in fulfilling the present obligations represented by the liability.

n) Contingent liabilities

The Agency does not recognize a contingent liability but discloses details of any contingencies in the notes to the financial statements, unless the possibility of an outflow of resources embodying economic benefits or service potential is remote.

Notes to the Financial Statements (Continued)

o) Contingent assets

The Agency does not recognize a contingent asset but discloses details of a possible asset whose existence is contingent on the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Agency in the notes to the financial statements. Contingent assets are assessed continually to ensure that developments are appropriately reflected in the financial statements. If it has become virtually certain that an inflow of economic benefits or service potential will arise and the asset's value can be measured reliably, the asset and the related revenue are recognized in the financial statements of the period in which the change occurs.

p) Nature and purpose of reserves

The Agency does not establish or maintain reserves based on specific requirements.

q) Changes in accounting policies and estimates

The Agency recognizes the effects of changes in accounting policy retrospectively. The effects of changes in accounting policy are applied prospectively if retrospective application is impractical.

Notes to the Financial Statements (Continued)

Summary of Significant Accounting Policies (Continued)

r) Employee benefits

Retirement benefit plans

The Agency provides retirement benefits for its employees and directors. Defined contribution plans are post-employment benefit plans under which an Agency pays fixed contributions into a separate Agency (a fund), and will have no legal or constructive obligation to pay further contributions if the fund does not hold sufficient assets to pay all employee benefits relating to employee service in the current and prior periods. The contributions to fund obligations for the payment of retirement benefits are charged against income in the year in which they become payable. Defined benefit plans are post-employment benefit plans other than defined-contribution plans. The defined benefit funds are actuarially valued tri-annually on the projected unit credit method basis. Deficits identified are recovered through lump sum payments or increased future contributions on a proportional basis to all participating employers. The contributions and lump sum payments reduce the post-employment benefit obligation.

s) Foreign currency transactions

Transactions in foreign currencies are initially accounted for at the ruling rate of exchange on the date of the transaction. At each reporting date, foreign currency monetary items are translated using the closing rate. Non-monetary items measured in historical cost are translated using the exchange rate at the date of the transaction, and those measured at fair value are translated using the exchange rates at the date when the fair value was determined. Exchange differences arising from the settlement of monetary items or translation of monetary/non-monetary items at rates different from those at which they were initially reported are recognized in surplus or deficit in the period.

t) Borrowing costs

Borrowing costs are capitalized against qualifying assets as part of property, plant and equipment. Such borrowing costs are capitalized over the period during which the asset is being acquired or constructed and borrowings have been incurred. Capitalization ceases when construction of the asset is complete. Further borrowing costs are charged to the statement of financial performance.

u) Related parties

The Agency regards a related party as a person or an Agency with the ability to exert control individually or jointly, or to exercise significant influence over the Agency, or vice versa. Members of key management are regarded as related parties and comprise directors, the Director General, and senior managers.

Notes to the Financial Statements (Continued)

Summary of Significant Accounting Policies (Continued)

v) Service concession arrangements

The Agency analyses all aspects of service concession arrangements that it enters into in determining the appropriate accounting treatment and disclosure requirements. In particular, where a private party contributes an asset to the arrangement, the Agency recognizes that asset when, and only when, it controls or regulates the services the operator must provide together with the asset, to whom it must provide them, and at what price.

In the case of assets other than 'whole-of-life' assets, it controls, through ownership, beneficial entitlement or otherwise – any significant residual interest in the asset at the end of the arrangement. Any assets so recognized are measured at their fair value. To the extent that an asset has been recognized, the Agency also recognizes a corresponding liability, adjusted by a cash consideration paid or received.

w) Cash and cash equivalents

Cash and cash equivalents comprise cash on hand and cash at bank, short-term deposits on call and highly liquid investments with an original maturity of three months or less, which are readily convertible to known amounts of cash and are subject to insignificant risk of changes in value. Bank account balances include amounts held at the Central Bank of Kenya and at various commercial banks at the end of the financial year.

x) Comparative figures

Where necessary, comparative figures for the previous financial year have been amended or reconfigured to conform to the required changes in presentation.

y) Subsequent events

There have been no events subsequent to the financial year-end with a significant impact on the financial statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

Summary of Significant Accounting Policies (Continued)

5. Significant Judgments and Sources of Estimation Uncertainty

The preparation of the Agency's financial statements in conformity with IPSAS requires management to make judgments, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities, and the disclosure of contingent liabilities, at the end of the reporting period. However, uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of the asset or liability affected in future periods. State all judgements, estimates and assumptions made:

Estimates and assumptions

The key assumptions concerning the future and other key sources of estimation uncertainty at the reporting date, that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year, are described below. The Agency based its assumptions and estimates on parameters available when the consolidated financial statements were prepared. However, existing circumstances and assumptions about future developments may change due to market changes or circumstances arising beyond the control of the Agency. Such changes are reflected in the assumptions when they occur. IPSAS 1.140

Useful lives and residual value

The useful lives and residual values of assets are assessed using the following indicators to inform potential future use and value from disposal:

- a) The condition of the asset based on the assessment of experts employed by the Agency.
- b) The nature of the asset, its susceptibility, and adaptability to changes in technology and processes.
- c) The nature of the processes in which the asset is deployed.
- d) Availability of funding to replace the asset.
- e) Changes in the market in relation to the asset

Provisions

The Authority did not make any Provisions.

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

6. Transfers from Exchequer

Nature of transfer	Amount recognized to Statement of Financial performance	Amount deferred under deferred income	Total transfers Period ended Sep*/Dec*/March*/June* 2025	2023 - 2024
	Kshs	Kshs	Kshs	Kshs
Recurrent	-	-	-	-
Development	-	-	-	-
Total	-	-	-	-

The Authority did not receive any funds directly from the exchequer.

7. Transfers from Other Government entities

Name Of The MDA Sending The Grant/Transfer	Amount recognized to Statement of Financial performance	Amount deferred under deferred income	2024 - 2025	2023 - 2024
	Kshs	Kshs	Kshs	
Ministry/State Department for Transport	1,229,500,000	-	1,229,500,000	1,057,000,000
Total	1,229,500,000	-	1,229,500,000	1,057,000,000

8. Transfers from Domestic and Foreign Partners

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Grants in Cash from Bilateral donors	-	-
Grants in Cash from Multilateral donors	-	-
Grants in Kind from Bilateral donors	-	-
Grants in Kind from Multilateral donors	-	-
Direct Payments	-	-
Other Public Donations (Specify)	-	-
Total	-	-

The grant was received by the National Treasury and expended on behalf of the Authority at source.

Notes to the Financial Statements (Continued)

Name Of The MDA Sending The Grant/Transfer	Amount recognized to Statement of Financial performance	Amount deferred under deferred income	Total transfers 2024-2025	2023 - 2024
	Kshs	Kshs	Kshs	Kshs
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
Total	-	-	-	-

9. Levies, fines, penalties and forfeitures

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Fuel Levy	-	-
Petroleum Development levy	-	-
Fines	-	-
Penalties	-	-
forfeitures	-	-
Other Levies (Specify)	-	-
Total	-	-

The Authority did not charge any levies, fines, penalties, or receive any forfeitures.

10. Reimbursement and Refunds

Description	2024 - 2025	2023 - 2024
	KShs	KShs
African Union	-	-
European Union	-	-
Others (specify)	-	-
Total	-	-

The Authority did not receive any reimbursements or refunds

11. Licenses, Fees and Permits

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Licenses	-	-
Fees	-	-
Permits	-	-
Total	-	-

The Authority did not levy any license, fees, or permits.

Notes to the Financial Statements (Continued)

12. Rendering Of Services

Description	2024 - 2025	2023 - 2024
	KShs	KShs
Audit	-	-
Security	-	-
Service Fees	-	-
Other fees	-	-
Total	-	-

There are no services rendered by the Authority that result in revenue.

13. Rental Revenue from Facilities and Equipment

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Rent	-	-
Property income	-	-
Contingent Rentals*	-	-
Others specify	-	-
Total	-	-

No properties, grounds, or institutional facilities are owned or leased by the Authority for the purpose of earning rental income.

14. Finance Income

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Interest from Cash investments and fixed deposits	-	-
Interest income from Treasury Bills	-	-
Interest income from Treasury Bonds	-	-
Interest from outstanding debtors	-	-
Others (specify)	-	-
Total	-	-

The Authority has no investments in cash, fixed deposits, treasury bills, treasury bonds, or outstanding debtors from which it could earn interest.

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

15. Other Incomes

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Insurance recoveries	-	-
Sale of incidental goods	-	-
Sale of market establishments	-	-
Sale of non-market establishment	-	-
Administrative fees and charges	-	-
Bulk infrastructure levies	-	-
Income from profits and dividends	-	-
Infrastructure improvement fee	-	-
Income from sale of tender	-	-
Services concession income	-	-
Skills development levy	-	-
Agency fee	-	-
Other incomes not specified elsewhere	-	-
Total other income	-	-

The Authority is without any other avenues for generating revenue.

16. Employee Costs

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Basic salaries of permanent employees	108,036,055	44,808,044
Basic wages of temporary employees	6,180,000	1,194,535
Personal allowances – part of salary	32,727,578	16,724,019
Pension and other social security contributions	14,124,850	8,619,994
Employer contributions to compulsory national social security schemes	3,379,756	725,790
Employer contributions to compulsory national health insurance schemes	13,599,959	7,391,118
Other social benefit schemes	-	-
Other personnel costs	2,158,087	889,021
Total Employee costs	180,206,285	80,352,521

** Other Personnel Costs include Nita Levy and the Housing Levy.*

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

17. Use of Goods and Services

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Utilities, supplies and services	10,127,961	-
Communication, supplies and services	1,594,400	413,900
Domestic travel and subsistence	36,688,215	34,941,165
Foreign travel and subsistence	7,181,404	9,538,206
Printing, advertising, and information supplies & services	9,373,727	7,640,786
Rentals of produced assets	44,241,913	25,395,439
Training expenses	79,622,990	33,765,642
Hospitality supplies and services	7,299,580	4,770,341
Insurance costs	-	-
Specialized materials and services	125,806,936	78,961,603
Bank Charges	606,205	311,018
Office and general supplies and services	21,413,703	30,556,930
Fuel Oil and Lubricants	1,986,255	778,986
Routine maintenance – vehicles and other transport equipment	-	-
Routine maintenance – other assets	4,323,600	3,083,729
Other operating expenses	51,175,826	16,698,900
Total Use of Goods and Services	401,442,715	246,856,645

Use of goods in 2024/25 includes expenses on routine maintenance, unlike in 2023/24

18. Transfers to Other Government Entities

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Transfers to national govt entities- SAGAs & SC	-	-
Transfer to other Central Government entities	-	-
Transfers to car loans and mortgage schemes	-	-
Transfers to County Government entities	-	-
Others (specify)	-	-
Total	-	-

19. Board Expenses

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Chairman's Honoraria	960,600	240,050
Sitting Allowances	5,080,000	6,580,000
Medical Insurance	-	-
Induction and Training	12,713,600	345,236
Travel and Accommodation	9,178,454	7,216,860
Total	27,932,654	14,382,146

Notes to the Financial Statements (Continued)

20. Depreciation and Amortization Expense

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Property, plant and equipment	40,557,581	29,606,001
Intangible assets	11,886,042	2,139,394
Investment property carried at cost	-	-
Total	52,443,623	31,745,395

21. Other Grants and Subsidies

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Membership dues and subscriptions to international organizations	-	-
Scholarships and other educational benefits	-	-
Emergency relief and refugee assistance	-	-
Grants to small businesses, cooperatives, and self employed	-	-
Grants to foreign government	-	-
Relief to the disabled, the sick, unemployed	-	-
Subsidies to Public entities	-	-
Subsidies to Private entities	-	-
Total Grants and Subsidies	-	-

22. Finance Costs

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Interest Payments on Foreign Borrowings	-	-
Interest Payments on Guaranteed Debt Taken over by Govt	-	-
Interest on Domestic Borrowings (Non-Govt)	-	-
Interest on Borrowings from Other Government Units	-	-
Interest on bank overdrafts	-	-
Interest on loans from commercial banks	-	-
Total finance costs	-	-

Borrowing costs that relate to interest expense on acquisition of non-current assets and do not qualify for Capitalisation as per IPSAS 5: on borrowing costs should be included under this note.)

Notes to the Financial Statements (Continued)

23. Social Benefits

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Transfers to the elderly	-	-
Transfers to orphans	-	-
Transfers to the physically challenged	-	-
Total social benefit expenses	-	-

24. Gain/Loss on Sale of Assets

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Property, plant and equipment	25,206,089	-
Intangible assets	-	-
Other assets not capitalised	-	-
Total loss on sale of assets	25,206,089	-

The loss resulted from expenses incurred during the partitioning of the Authority's offices at the National Housing Corporation (NHC) building, which were subsequently abandoned when the Authority relocated to its current premises.

25. Gain/Loss on Foreign Exchange

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Gain or loss on foreign exchange transactions	-	-
Gain or loss on balances in foreign exchanges	-	-
Total	-	-

26. Gain/Loss on Fair Value Investments

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Investment at Fair Value	-	-
Total Gain	-	-

27. Impairment Loss

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Property, Plant and Equipment	171,586,147	-
Intangible Assets	-	-
Inventory	-	-
Total Impairment Loss	171,586,147	-

The loss on Fair Value of investment includes expenses related to the construction of shelters along Ngong Road, associated incidental costs incurred for public benefit, and consultancy fees for the BRT project

28. Taxation

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Current income tax charge	-	-
Tax charged on rental income	-	-
Tax charged on interest income	-	-
Deferred tax	-	-
Original and reversal of temporary differences	-	-
Income tax expense reported in the statement of financial performance	-	-

29. Cash and Cash Equivalents

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Recurrent Account	3,092,122	27,322,418
Development Account	-	-
Deposits Account	-	-
On - Call Deposits	-	-
Fixed Deposits Account	-	-
Others(Specify)	835	2,247,263
Total	3,092,957	29,569,681

Others include deposits held in Retention, Gratuity, and Pensions accounts

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

29 (a) Detailed Analysis of the Cash and Cash Equivalents

		2024 – 2025	2023 - 2024
Financial Institution	Account number	Kshs	Kshs
Recurrent Account			
KCB – Upper Hill Branch	1241411352	3,092,122.26	27,322,418
Development Accounts			
CBK	-	-	-
Deposits Accounts			
On - Call Deposits		-	-
Fixed Deposits Account		-	-
Others (Specify)		-	-
Retention Account			
KCB – Upper Hill Branch	1329925106	699.31	1,293,103
Gratuity and Pensions Account			
KCB – Upper Hill Branch	1329925238	135.25	954,159
Cash on Hand		-	-
Mobile Money Accounts		-	-
Sub- Total		834.56	2,247,262
Grand Total		3,092,957	29,569,681

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

30. Receivables from Exchange Transactions

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Other exchange debtors	276,018	3,563,221
Less: impairment allowance	(-)	(-)
Total Receivables	276,018	3,563,221
a) Current receivables	276,018	3,563,221
b) Non-current receivables	-	-
Total receivables (a+b)	276,018	3,563,221

30 (a) Ageing analysis for Receivables

Description	2024 – 2025		2023 – 2024	
	Kshs		Kshs	
	2024 - 2025	% of the total	2023 - 2024	% of the total
Less than 1 year	276,018	100%	3,563,221	100%
Between 1- 2 years	-	%	-	%
Between 2-3 years	-	%	-	%
Over 3 years	-	%	-	%
Total (a+b)	276,018	100%	3,563,221	100%

30 (b) Reconciliation for Impairment Allowance on Receivables from Exchange Transactions

Impairment allowance	2024 - 2025	2023 - 2024
	Kshs	Kshs
At the beginning of the year	-	-
Additional allowance during the year	-	-
Recovered during the year	-	-
Written off during the year	-	-
At the end of the year	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

31 Receivables from Non-Exchange Transactions

Description	2024 – 2025		2023 - 2024	
	Kshs		Kshs	
Property tax debtors	-		-	
Levies, fines, and penalties	-		-	
Licences, fees and permits	-		-	
Other debtors (non-exchange transactions)	-		-	
Less: impairment allowance	-		-	
Total receivables from non- exchange transactions	-		-	
Ageing Analysis- Receivables from non-exchange transactions	2024 – 2025	% of the total	2023 - 2024	% of the total
Less than 1 year	-	%	-	%
Between 1-2 years	-	%	-	%
Over 3 years	-	%	-	%
Total	-	%	-	%

31 (a) Reconciliation for Impairment Allowance on Receivables from Non-Exchange Transactions

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
At the beginning of the year	-	-
Additional allowances during the year	-	-
Recovered during the year	-	-
Written off during the year	-	-
At the end of the year	-	-
	-	-
	-	-
	-	-
	-	-

32 Inventories

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Consumable stores	29,157,521	32,586,162
Goods held for distribution	-	-
Spare parts and meters	-	-
Less: allowance for impairment	-	-
Total	29,157,521	32,586,162

Notes to the Financial Statements (Continued)

Detailed disclosure on inventories

	2024 - 2025	2023 - 2024
Opening balance	-	-
Additional Inventory in the year	-	-
Inventory expensed in the year	-	-
Write-downs in the year	-	-
Others specify	-	-
Closing balance	-	-

33 Investments

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
a) Investment in Treasury bills and bonds		
Financial institution		
CBK	-	-
CBK	-	-
Sub- total	-	-
b) Investment with Financial Institutions/ Banks		
Bank x	-	-
Bank y	-	-
Sub- total	-	-
c) Equity investments (specify)		
Equity/ shares in MDA xxx	-	-
Sub- total	-	-
Grand total	-	-
Analysed as:		
Current Portion of Investments	-	-
Non-current portion of investments.	-	-

d) Movement of Equity Investments

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
At the beginning of the year	-	-
Purchase of investments in the year	-	-
Sale of investments during the year	-	-
Increase /(decrease) in fair value of investments	-	-
At the end of the year	-	-

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

e) Shareholding in other entities

For investments in equity share listed under note 32 above, list down the equity investments under the following categories:

Name of MDA where investment is held	No of shares			Nominal value of shares	Fair value of shares	Fair value of shares
	Direct shareholding	Indirect shareholding	2024 - 2025			
	%	%	Kshs	Kshs	2024 - 2025	2023 - 2024
					Kshs	Kshs
MDA A	-	-	-	-	-	-
MDA B	-	-	-	-	-	-
MDA C	-	-	-	-	-	-
	-	-	-	-	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

34 Property, Plant, and Equipment

	Partitioning of Non-Residential Building	Furniture and fittings	Computers & ICT Equipment	Work in progress	Total
Depreciation Rate	2.5%	12.5%	20%		
Cost	Kshs	Kshs	Kshs	Kshs	Kshs
Opening Bal as 1st July 2024	-	85,930,267	32,493,735	3,107,855,928	3,226,279,931
Additions	199,671,811	83,777,673	64,354,919	-	347,804,403
Disposals	-	(40,139,497)	-	-	(40,139,497)
Transfer/Adjustments	-	-	-	1,038,538,039	1,038,538,039
As At June 2025	199,671,811	129,568,443	96,848,654	4,146,393,967	4,572,482,876
Depreciation And Impairment					
Opening Bal as 1st July 2024	-	40,969,386	21,327,798	-	62,297,184
Depreciation	4,991,795	16,196,055	19,369,731	-	40,557,581
Disposals	-	(14,933,409)	-	-	(14,933,409)
Impairment	-	-	-	-	-
Transfer/Adjustment	-	-	-	-	-
As At 30 June 2025	4,991,795	42,232,032	40,697,529	-	87,921,356
Net Book Values					
Opening Bal as at 1st July 2024	-	44,960,881	11,165,937	3,107,855,928	3,163,982,748
As At 30 June, 2025	194,680,016	87,336,411	56,151,125	4,146,393,967	4,484,561,519

Works in Progress include interim payment certificates issued by the Contractor, associated consultancy costs and accrued interests

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

Valuation

Items of PPE are valued at Historical cost at the point of recognition in the financial statements. Where historical cost is not available or the item has been acquired at PPE, has been valued at the current operational value, which is the amount the Agency would pay for the remaining service potential of an asset at the measurement date.

35 Right-of-use assets

	<i>Buildings</i>	<i>Motor vehicles</i>	<i>Plant and equipment</i>	<i>Total</i>
	Kshs	Kshs	Kshs	Kshs
Cost				
As at 1 July 20xx	-	-	-	-
Additions	-	-	-	-
As at 30 June 20xx	-	-	-	-
Accumulated Depreciation				
As at 1 July 20xx	-	-	-	-
Charge for the year	-	-	-	-
As at 30 June 20xx	-	-	-	-
Carrying Amount				
As at 30 June 20xx	-	-	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

36 Intangible Assets

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Cost		
At beginning of the year	10,696,970	10,696,970
Additions	48,733,240	-
Disposal	-	-
At end of the year	59,430,210	10,696,970
Opening Bal 1st July	59,430,210	10,696,970
Additions—internal development	-	-
Disposal	-	-
At end of the year	59,430,210	10,696,970
Amortization and impairment	20%	20%
At beginning of the year	6,418,182	4,278,788
Amortization	11,886,042	2,139,394
At end of the year	18,304,224	6,418,182
Impairment loss	-	-
At end of the year	18,304,224	6,418,182
NBV	41,125,986	4,278,788

37 Investment Property

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
At beginning of the year	-	-
Additions	171,586,147	-
Disposal during the year	-	-
Depreciation	-	-
Impairment	(171,586,147)	-
At end of the year	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

38 Biological Assets

Description	2024 – 2025	2023 - 2024
	Kshs	Kshs
Trees in a plantation forest	-	-
Animals: Dairy Cattle, Pigs, Sheep	-	-
Fruit Trees	-	-
Total	-	-

The authority held no Biological Assets

39 Tangible Natural Resources

	Sub- soil assets	Water	Wildlife	Total
	Kshs	Kshs	Kshs	Kshs
Cost				
As at 1 July 20xx	-	-	-	-
Additions	-	-	-	-
As at 30 June 20xx	-	-	-	-
	-	-	-	-
Accumulated Depreciation				
As at 1 July 20xx	-	-	-	-
Charge for the year	-	-	-	-
As at 30 June 20xx	-	-	-	-
	-	-	-	-
Carrying Amount				
As at 30 June 20xx	-	-	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

40 Trade and Other Payables

Description	2024 – 2025		2023 - 2024	
	Kshs		Kshs	
Trade payables	2,501,010,266		1,562,669,221	
Payments received in advance	-		-	
Employee payables	-		-	
Third-party payments	-		-	
Other payables	-		-	
Total trade and other payables	2,501,010,266		1,562,669,221	
Ageing analysis: (Trade and other payables)		% of the Total		% of the Total
	2024 - 2025		2023- 2024	
Under one year	50,976,632	2.04%	22,648,910	1.45%
1-2 years	1,452,108	0.06%	20,428,637	1.31%
2-3 years	-	%	1,519,591,674	97.24%
Over 3 years	2,448,581,526	97.90%	-	-%
Total (tie to above total)	2,501,010,266	100%	1,562,669,221	100%

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

41 Refundable Deposits and Prepayments

Description	2024 – 2025		2023 - 2024	
	Kshs		Kshs	
Customer deposits		-		-
Prepayments		-		-
Other deposits		-		-
Total deposits		-		-
Ageing analysis: (Refundable deposits)	2024 - 2025	% of the Total	2023 - 2024	% of the Total
Under one year	-	%	-	%
1-2 years	-	%	-	%
2-3 years	-	%	-	%
Over 3 years	-	%	-	%
Total	-		-	

42 Provisions

Description	Leave provision	Bonus provision	Gratuity Provision	Other provision	Total
	Kshs	Kshs	Kshs	Kshs	Kshs
Opening bal 1st July	-	-	-	-	-
Additional provisions	-	-	-	-	-
Provision utilised	-	-	-	-	-
Change due to discount and time value for money	-	-	-	-	-
Total provisions year end	-	-	-	-	-
Current Provisions	-	-	-	-	-
Non-current Provisions	-	-	-	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

43 Lease Liability

Description	2024 – 2025	2023 - 2024
	Kshs	Kshs
At the start of the year	-	-
Discount interest on lease liability	-	-
Paid during the year	-	-
At end of the year	-	-

Maturity Analysis

Period	Amount
Year 1	-
Year 2	-
Year 3	-
Year 4	-
Year 5 And onwards	-
Less: Unearned Interest	-
	-

Analysed as:

Description	Amount
Current	-
Non- Current	-
Total	-

44 Deferred Income

Description	2024 – 2025	2023 - 2024
	Kshs	Kshs
National Government	-	-
International Funders	-	-
Public Contributions and Donations	-	-
Total Deferred Income	-	-

Analysed as:

Description	Amount
Current	-
Non- Current	-
Total	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

The deferred income movement is as follows:

	National government	International funders	Public contributions and donations	Total
	Kshs	Kshs	Kshs	Kshs
Balance Brought Forward	-	-	-	-
Additions	-	-	-	-
Transfers To Capital Fund	-	-	-	-
Transfers To Income Statement	-	-	-	-
Other Transfers	-	-	-	-
Balance Carried Forward	-	-	-	-

45 Employee Benefit Obligations

Description	Defined benefit plan	Post-employment medical benefits	Other Benefits	Opening Balance as at 1 July 2024	2024 - 2025
	Kshs	Kshs	Kshs	Kshs	Kshs
Current Benefit Obligation	-	-	-	9,354,647	15,209,870
Non-Current Benefit Obligation	-	-	-	4,804,648	14,159,295
Total Employee Benefits Obligation	-	-	-	14,159,295	29,369,165

Retirement benefit Asset/ Liability (Applicable to Pensions)

The Authority is in the process of procuring a fund manager to manage the employee pension scheme.

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

	2024 - 2025
Discount Rates	-%
Future Salary Increases	-%
Future Pension Increases	-%
Mortality (Pre- Retirement)	-%
Mortality (Post- Retirement)	-%
Withdrawals	%
Ill Health	-%
Retirement	- years

Recognition of Retirement Benefit Asset/ Liability

a) Amounts recognised under other gains/ Losses in the statement of Financial Performance:

	2024 – 2025	2023 - 2024
Description	Kshs	Kshs
The return on defined plan assets	-	-
Actuarial gains/ losses arising from changes in demographic assumptions	-	-
Actuarial gains/ losses arising from changes in financial assumptions	-	-
Actuarial gains and losses arising from experience adjustments	-	-
Others (specify)	-	-
Adjustments for restrictions on the defined benefit asset	-	-
Remeasurement of the net defined benefit liability (asset)	-	-

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

b) Amounts recognised in the Statement of Financial Position

	2024 – 2025	2023 - 2024
Description	Kshs	Kshs
Present value of defined benefit obligations(a)	-	-
Fair value of plan assets(b)	-	-
Funded status(=a-b)	-	-
Restrictions on asset recognised	-	-
Others	-	-
Net asset or liability arising from defined benefit obligation	-	-

The Authority also contributes to the statutory National Social Security Fund (NSSF). This is a defined contribution scheme registered under the National Social Security Act. The Authority's obligation under the scheme is limited to specific contributions legislated from time to time and is currently at KShs. Nil per employee per month. Other than NSSF the Authority also has a defined contribution scheme operated by the internal Pension Fund. Employees contribute 7.5% while employers contribute 15% of basic salary. Employer contributions are recognised as expenses in the statement of financial performance within the period they are incurred.

46 Borrowings

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
a) External borrowings		
Balance at beginning of the year	-	-
External borrowings during the year	-	-
Repayments of during the year	-	-
Balance at end of the year	-	-
b) Domestic borrowings		
Balance at beginning of the year	-	-
Domestic borrowings during the year	-	-
Repayments during the year	-	-
Balance at end of the year	-	-
Balance at end of the period- domestic and External borrowings c = a+b	-	-

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

The authority does not have any domestic or external borrowings.

	2024 - 2025	2023 - 2024
	Kshs	Kshs
External Borrowings		
Dollar Denominated Loan From 'X Organization'	-	-
Sterling Pound Denominated Loan From 'Y Organization'	-	-
Euro Denominated Loan from Z Organization'	-	-
Domestic Borrowings		
Kenya Shilling Loan From KCB	-	-
Kenya Shilling Loan from Barclays Bank	-	-
Kenya Shilling Loan from Consolidated Bank	-	-
Total Balance at End of the Year	-	-

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Short Term Borrowings (Current Portion)	-	-
Long Term Borrowings	-	-
Total	-	-

).

Notes to the Financial Statements (Continued)

47 Social Benefit Liability

Description	2024 – 2025	2023 - 2024
	Kshs	Kshs
Health social benefit scheme	-	-
Unemployment social benefit scheme	-	-
Orphaned and vulnerable benefit scheme	-	-
Elderly social benefit scheme	-	-
Disability social benefits	-	-
Total	-	-
Current social benefits	-	-
Non- current social benefits	-	-
Total (tie to totals above)	-	-

The Authority does not incur any expenses towards social benefit schemes such as cash transfers for unemployment or the elderly in line with IPSAS 42.

48 Service Concession Arrangements Liability

Description	2024 - 2025	2023 - 2024
	Kshs	Kshs
Fair value of service concession assets recognized under PPE	-	-
Accumulated depreciation to date	-	-
Net carrying amount	-	-
Service concession liability at beginning of the year	-	-
Service concession revenue recognized	-	-
Service concession liability at end of the year	-	-

Notes to the Financial Statements (Continued)

49 Cash Generated from Operations

	2024 – 2025	2023 - 2024
	Kshs	Kshs
Surplus for the year before tax	370,682,488	683,663,293
Adjusted for:		
Depreciation	52,443,623	31,745,395
Non-cash grants received	-	-
Contributed assets	-	-
Impairment	171,586,147	-
Gains and losses on disposal of assets	25,206,089	-
Gain or loss on Fair Value of Investments		-
Contribution to impairment allowance	-	-
Working capital adjustments		
Decrease (Increase) in inventory	3,428,641	(1,301,076)
Decrease (Increase) in receivables	3,287,203	(3,563,221)
Increase (Decrease) in deferred income	-	-
Increase (Decrease) in payables	(84,987,124)	(621,464,414)
Increase in payments received in advance	-	-
Net cash flow from operating activities	541,647,066	89,079,977

(The total of this statement should tie to the cash flow section on net cash flows from/ used in operations)

50 Financial Risk Management

The Authority's activities expose it to a variety of financial risks including credit and liquidity risks, and effects of changes in foreign currency. The Authority's overall risk management programme focuses on unpredictability of changes in the business environment and seeks to minimise the potential adverse effect of such risks on its performance by setting acceptable levels of risk. The Authority does not hedge any risks and has in place policies to ensure that credit is only extended to customers with an established credit history.

The Authority's financial risk management objectives and policies are detailed below:

i) Credit risk

The Authority has exposure to credit risk, which is the risk that a counterparty will be unable to pay amounts in full when due. Credit risk arises from cash and cash equivalents, and deposits with banks, as well as trade and other receivables and available-for-sale financial investments. Management assesses the credit quality of each customer, taking into account its financial

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

position, past experience and other factors. Individual risk limits are set based on internal or external assessment in accordance with limits set by the directors. The amounts presented in the statement of financial position are net of allowances for doubtful receivables, estimated by the Authority's management based on prior experience and their assessment of the current economic environment.

The carrying amount of financial assets recorded in the financial statements representing the Authority's maximum exposure to credit risk without taking account of the value of any collateral obtained is made up as follows:

	Total amount	Fully performing	Past due	Impaired
	Kshs	Kshs	Kshs	Kshs
As at at July 20xx				
Receivables from exchange transactions	-	-	-	-
Receivables from non-exchange transactions	-	-	-	-
Bank balances	-	-	-	-
Total	-	-	-	-

The authority did not have assets that exposes it to credit risk

ii) Liquidity risk management

Ultimate responsibility for liquidity risk management rests with the Agency's directors, who have built an appropriate liquidity risk management framework for the management of the Agency's short, medium and long-term funding and liquidity management requirements. The Agency manages liquidity risk through continuous monitoring of forecasts and actual cash flows.

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

	Less than 1 month	Between 1-3 months	Over 5 months	Total
	Kshs	Kshs	Kshs	Kshs
As at 30 June 20xx				
Trade payables	-	-	-	-
Current portion of borrowings	-	-	-	-
Provisions	-	-	-	-
Deferred income	-	-	-	-
Employee benefit obligation	-	-	-	-
Total	-	-	-	-

iii) Market risk

The Agency has put in place an internal audit function to assist it in assessing the risk faced by the Agency on an ongoing basis, evaluate and test the design and effectiveness of its internal accounting and operational controls.

Market risk is the risk arising from changes in market prices, such as interest rate, equity prices and foreign exchange rates which will affect the Agency's income or the value of its holding of financial instruments. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimising the return. Overall responsibility for managing market risk rests with the Audit and Risk Management Committee. The Agency's Finance Department is responsible for the development of detailed risk management policies (subject to review and approval by Audit and Risk Management Committee) and for the day-to-day implementation of those policies. There has been no change to the Agency's exposure to market risks or the manner in which it manages and measures the risk.

a) Foreign currency risk

The Agency has transactional currency exposures. Such exposure arises through purchases of goods and services that are done in currencies other than the local currency. Invoices denominated in foreign currencies are paid after 30 days from the date of the invoice and conversion at the time of payment is done using the prevailing exchange rate. The Agency manages foreign exchange risk from future commercial transactions and recognised assets and liabilities by projecting for expected sales proceeds and matching the same with expected payments.

The carrying amount of the *MDA's* foreign currency denominated monetary assets and monetary liabilities at the end of the reporting period are as follows:

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

FY 2025

	In Kshs	Other currencies	Total
	Kshs	Kshs	Kshs
As At 30 June 20xx			
Financial Assets	-	-	-
Investments	-	-	-
Cash	-	-	-
Debtors	-	-	-
Total Financial Assets	-	-	-
Financial Liabilities	-	-	-
Trade And Other Payables	-	-	-
Borrowings	-	-	-
Total Financial Liabilities	-	-	-
Net Foreign Currency Asset/(Liability)	-	-	-

Foreign currency sensitivity analysis

FY 2025

	In Kshs	Other currencies	Total
	Kshs	Kshs	Kshs
As At 30 June 20xx			
Financial Assets	-	-	-
Investments	-	-	-
Cash	-	-	-
Debtors	-	-	-
Total Financial Assets	-	-	-
Financial Liabilities	-	-	-
Trade And Other Payables	-	-	-
Borrowings	-	-	-
Total Financial Liabilities	-	-	-
Net Foreign Currency Asset/(Liability)	-	-	-

The following table demonstrates the effect on the MDA's statement of comprehensive income on applying the sensitivity for a reasonable possible change in the exchange rate of the three main transaction currencies, with all other variables held constant. The reverse would also occur if the Kenya Shilling appreciated with all other variables held constant.

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

	Change in currency rate	Effect on Profit before tax	Effect on Equity/Net assets
	Kshs	Kshs	Kshs
2025			
Euro	10%	-	-
USD	10%	-	-

b) Interest rate risk

Interest rate risk is the risk that the Agency's financial condition may be adversely affected as a result of changes in interest rate levels. The Agency's interest rate risk arises from bank deposits. This exposes the Agency to cash flow interest rate risk. The interest rate risk exposure arises mainly from interest rate movements on the Agency's deposits.

Management of interest rate risk

To manage the interest rate risk, management has endeavoured to bank with institutions that offer favourable interest rates.

Financial Risk Management

Sensitivity analysis

The Authority does not have exposure to foreign interest rates.

Fair value of financial assets and liabilities

a) Financial instruments measured at fair value.

Determination of fair value and fair values hierarchy

IPSAS 30 specifies a hierarchy of valuation techniques based on whether the inputs to those valuation techniques are observable or unobservable. Observable inputs reflect market data obtained from independent sources; unobservable inputs reflect the MDA's market assumptions. These two types of inputs have created the following fair value hierarchy:

- Level 1 – Quoted prices (unadjusted) in active markets for identical assets or liabilities. This level includes listed equity securities and debt instruments on exchanges.
- Level 2 – Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices).

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

- Level 3 – inputs for the asset or liability that are not based on observable market data (unobservable inputs). This level includes equity investments and debt instruments with significant unobservable components. This hierarchy requires the use of observable market data when available. The *MDA* considers relevant and observable market prices in its valuations where possible.

The following table shows an analysis of financial and non- financial instruments recorded at fair value by level of the fair value hierarchy:

	Level 1	Level 2	Level 3	Total
	Kshs	Kshs	Kshs	Kshs
As At 30 June 20xx				
Financial Assets				
Quoted Equity Investments	-	-	-	-
Non- Financial Assets				
Investment Property	-	-	-	-
Land And Buildings	-	-	-	-
	-	-	-	-

There were no transfers between levels 1, 2 and 3 during the year. Disclosures of fair values of financial instruments not measured at fair value have not been made because the carrying amounts are a reasonable approximation of their fair values.

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Notes to the Financial Statements (Continued)

iv) Capital Risk Management

The objective of the MDA's capital risk management is to safeguard the MDA's ability to continue as a going concern. The MDA capital structure comprises of the following funds:

	2024 - 2025	2023 - 2024
	Kshs	Kshs
Revaluation Reserve	-	-
Retained Earnings	-	-
Capital Reserve	-	-
Total Funds	-	-
Total Borrowings	-	-
Less: Cash And Bank Balances	-	-
Net Debt/(Excess Cash And Cash Equivalents)	-	-
Gearing	-	-

51 Related Party Disclosures

Nature of related party relationships

Entities and other parties related to the Authority include those parties who have ability to exercise control or exercise significant influence over its operating and financial decisions. Related parties include management personnel, their associates and close family members.

Government of Kenya

The Government of Kenya is the principal shareholder of the Authority, holding 100% of the Authority's equity interest. The Government of Kenya has provided full guarantees to all long-term lenders of the Authority, both domestic and external.

Other related parties include:

- i) The Parent Ministry.
- ii) County Governments
- iii) Other SCs and SAGAs
- iv) Key management.
- v) Board of directors.

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

	2024 - 2025	2023 - 2024
	Kshs	Kshs
Transactions with related parties		
a) Sales to related parties		
Sales of electricity to govt agencies	-	-
Rent income from govt. Agencies	-	-
Water sales to govt. Agencies	-	-
Others (specify) e.g. interest and bank charges	-	-
Total	-	-
B) purchases from related parties		
Purchases of electricity from KPLC	-	-
Purchase of water from govt service providers	-	-
Rent expenses paid to govt agencies	-	-
Training and conference fees paid to govt. Agencies	-	-
Others (specify)	-	-
Total	-	-
b) Grants /transfers from the government		
Grants from national govt	-	-
Grants from county government	-	-
Donations in kind	-	-
Total	-	-
c) Expenses incurred on behalf of related party		
Payments of salaries and wages for xxx employees	-	-
Payments for goods and services for xxx	-	-
Total		
d) Key management compensation		
Directors' emoluments	6,040,600	6,820,050
Compensation to key management	-	-
Total	6,040,600	6,820,050

52 Segment Information

The Authority does not have segment reporting

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Notes to the Financial Statements (Continued)

53 Contingent Assets and Contingent Liabilities

Contingent Assets

	2024 - 2025	2023 - 2024
	Kshs	Kshs
Contingent Assets		
Insurance Reimbursements	-	-
Assets Arising from Determination of Court Cases	-	-
Reimbursable Indemnities and Guarantees	-	-
Receivables From Other Government Entities	-	-
Others (Specify)	-	-
Total	-	-

(Give details)

Contingent Liabilities

	2024 - 2025	2023 - 2024
	Kshs	Kshs
Contingent Liabilities	-	-
Court Case xx against the MDA	-	-
Bank Guarantees in Favour of Subsidiary	-	-
Contingent Liabilities arising from Contracts Including PPPs	-	-
Others (Specify) – Cost Claims	745,143,093	754,503,480
Total	745,143,093	754,503,480

Ksh 754,503,480 represents the accrued interest charged by the contractor, which has been approved by the accounting officer and recorded under Accounts Payables. In contrast, Ksh 745,143,093 comprises cost claims submitted by the contractor that have not yet been certified.

54 Capital Commitments

Capital Commitments	2024 - 2025	2023 - 2024
	Kshs	Kshs
Authorised for	1,519,591,674	1,519,591,674
Authorised and contracted for interest		
Total	2,448,581,526	1,519,591,674

(NB: Capital commitments are commitments to be carried out in the next financial year and are disclosed in accordance with IPSAS 17. Capital commitments may be those that have been authorised by the board but at the end of the year had not been contracted, or those already contracted for and ongoing. The

Notes to the Financial Statements (Continued)

55 Program for Results (PforR) Disclosure

This disclosure note is for entities implementing Programs for Results (PforR). Implementing entities are required to make disclosures in accordance with their respective financing agreements. The disclosure should capture the program's goal and expenditures designated in the expenditure framework.

Name of PforR:		Name of Financing Partners: xxx and xxx				
Expenditure Details*	Opening Cumulative for Previous FYs		Current FY		Total Cumulative	
	Budget	Actual	Budget	Actual	Budget	Actual
Program code						
Sub-program						
Sub-program						
Sub-total						
Program code						
Sub-program						
Sub-program						
Subtotal						
Total	xx	xx	xx	xx	xx	xx

Expenditure Details - Provide the details per your expenditure framework requirements. (Program, sub-program, and or economic Item)*

56 Events after the Reporting Period

There were no material adjusting and non-adjusting events after the reporting period.

57 Ultimate And Holding MDA

The Authority is a Semi-Autonomous Government Agency under the Ministry of Roads and Transport. Its ultimate parent is the Government of Kenya.

58 Currency

The financial statements are presented in Kenya Shillings (Kshs) and is rounded off to the nearest shilling.

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

19. Appendix

Appendix 1: Implementation Status of Auditor-General's Recommendations

The following is the summary of issues raised by the external auditor, and management comments that were provided to the auditor.

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status: (Resolved / Not Resolved)	Timeframe: (Put a date when you expect the issue to be resolved)
3.1	Long Outstanding Trade and Other Payables	The Design and Build project for the Bus Rapid Transit (BRT) Facilities on Thika Superhighway corridor between NaMATA and STECOL Corporation SMEDI JOINT VENTURE was entered into on 6 th July 2020 for 18 months at a contract price of Kshs. 5,575,071,799. However, during successive years, the Development allocations have been underfunded and rationalised during supplementary budgets. This has led to the substantial pending bill, delayed completion of works and suspension of works by the contractor. Numerous interventions have been made, including writing to the National Treasury for more allocations towards completion of the	Not Resolved	31 st December 2025

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status: (Resolved / Not Resolved)	Timeframe: (Put a date when you expect the issue to be resolved)
		project since it is well anchored as a BETA project and in the MTP IV.		
3.2	Failure to establish a Retirement Benefit Scheme	The current in-post employees consist of employees who were working in the public service and had active schemes and new staff who were onboarded during the recruitment phases and are not yet members of any scheme. For those who are not yet in any scheme, the HR Department has prepared and presented the ToRs for the procurement of the pension Fund Administrator to the DG who shall pass it through the Board for approval.	ToRs approved and an advertisement for Pension Fund Administrator placed	31 st December 2025
3.3	Failure to Comply with the Approved Staff Establishment	The approved staff establishment is 215; however, due to resource constraints, the recruitment has been structured in phases based on the availability of funds to adequately cater for the staff costs and based on the key positions required to implement NaMATA's mandate. The	Phased process	30 th June 2027

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status: (Resolved / Not Resolved)	Timeframe: (Put a date when you expect the issue to be resolved)
		first approval was granted on February 22, 2021, for 53 employees, and the second approval was granted on 27 th July 2023 for 32 employees		
3.4	Stalled project on Design and Build Project for the Rapid Transit (BRT) facilities on Thika Superhighway corridor	Development budgetary allocations have not been commensurate with the Capital Project cost. This is due to the tight fiscal position and constrained resource envelope. The authority will continue to lobby for an enhanced budget allocation towards the project.	Not resolved	31 st December 2025


.....
Accounting Officer

Date 17/11/25-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Appendix II: Projects implemented by The Nairobi Metropolitan Area Transport Authority

Project title	Project Number	Donor	Period/ duration	Donor commitment	Separate donor reporting required as per the donor agreement (Yes/No)	Consolidated in these financial statements (Yes/No)
The design and construction Project for the Bus Rapid Transit (BRT) facilities On Thika superhighway	-	N/A		N/A	No	Yes

Status of Projects completion

(Summarise the status of project completion at the end of each quarter, i.e. total costs incurred, stage which the project is etc)

Project	Total project Cost	Total expended to date	Completion % to date	Budget	Actual	Sources of funds
The design and construction Project for the Bus Rapid Transit (BRT) On Thika superhighway	5,575,071,199	3,099,238,164	58%			GOK

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Appendix III: Fixed Asset Register

Asset class	Historical Cost b/f (Kshs) Previous Year	Additions during the year (Kshs)	Disposals during the year (Kshs)	Transfers in/(out) during the year	Historical Cost c/f (Kshs) Current Year
Land					
Buildings and structures (Partitioning)		199,671,811	-	-	199,671,811
Transport equipment					
Office equipment, furniture and fittings	85,930,267	83,777,673	40,139,497	-	12,568,243
ICT Equipment	32,493,735	64,354,919	-	-	96,848,654
Machinery and Equipment	-	-	-	-	-
Biological assets	-	-	-	-	-
Infrastructure Assets- Roads, Rails	-	-	-	-	-
Heritage and cultural assets	-	-	-	-	-
Intangible assets	10,696,970	48,733,240			59,430,210
Work in Progress	3,107,855,928	1,038,538,039	-	-	4,146,393,967
Total	-	-	-	-	-

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

Appendix IV: Transfers from Other Government Entities

Name of the MDA/Donor Transferring the funds	Date received as per bank statement	Nature: Recurrent/D evelopment/ Others	Total Amount - KES	Statement of Financial Performance	Where Recorded/recognized			Total Transfers during the Year
					Deferred Income	Receivables	Others - must be specific	
State Department for Transport	14/08/2024	Recurrent	43,125,000	43,125,000	-	-	-	43,125,000
State Department for Transport	29/08/2024	Recurrent	43,125,000	43,125,000	-	-	-	86,250,000
State Department for Transport	01/10/2024	Recurrent	43,125,000	43,125,000	-	-	-	129,375,000
State Department for Transport	24/10/2024	Recurrent	43,125,000	43,125,000	-	-	-	172,500,000
State Department for Transport	28/10/2024	Development	48,500,000	48,500,000	-	-	-	221,000,000
State Department for Transport	04/11/2024	Recurrent	43,125,000	43,125,000	-	-	-	264,125,000

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

State Department for Transport	15/11/2024	Recurrent	43,125,000	43,125,000	-	-	-	307,250,000
State Department for Transport	15/11/2024	Development	48,500,000	48,500,000	-	-	-	355,750,000
State Department for Transport	20/11/2024	Development	48,500,000	48,500,000	-	-	-	404,250,000
State Department for Transport	28/11/2024	Development	48,500,000	48,500,000	-	-	-	452,750,000
State Department for Transport	31/12/2024	Development	48,500,000	48,500,000	-	-	-	501,250,000
State Department for Transport	31/12/2024	Development	48,500,000	48,500,000	-	-	-	549,750,000
State Department for Transport	28/01/2025	Recurrent	43,125,000	43,125,000	-	-	-	592,875,000
State Department for Transport	28/01/2025	Development	48,500,000	48,500,000	-	-	-	641,375,000
State Department for Transport	19/02/2025	Development	48,500,000	48,500,000	-	-	-	689,875,000

The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.

State Department for Transport	20/02/2025	Recurrent	43,125,000	43,125,000	-	-	-	733,000,000
State Department for Transport	18/03/2025	Recurrent	43,125,000	43,125,000	-	-	-	776,125,000
State Department for Transport	19/03/2025	Development	48,500,000	48,500,000	-	-	-	824,625,000
State Department for Transport	08/04/2025	Recurrent	93,125,000	93,125,000	-	-	-	917,750,000
State Department for Transport	25/04/2025	Development	48,500,000	48,500,000	-	-	-	966,250,000
State Department for Transport	12/05/2025	Recurrent	73,125,000	73,125,000	-	-	-	1,039,375,000
State Department for Transport	12/05/2025	Development	48,500,000	48,500,000	-	-	-	1,087,875,000
State Department for Transport	29/05/2025	Recurrent	93,125,000	93,125,000	-	-	-	1,181,000,000
State Department for Transport	18/06/2025	Development	48,500,000	48,500,000	-	-	-	1,229,500,000

Appendix VI: Reporting of Climate-Relevant Expenditures

Project Name	Project Description	Project Objectives	Project Activities					Source Of Funds	Implementing Partners
				Q1	Q2	Q3	Q4		
National Tree Growing Restoration Campaign	Presidential directive launched in December 2022 to plant 15 billion trees by 2032	To combat climate change and increase forest cover from 12% to 30%	Tree planting in Homabay and Dongo Kundu		1,046,600	252,000	241,500	GOK	Ministries, Departments and Agencies in liaison with KFS

**The Nairobi Metropolitan Area Transport Authority
Annual Reports and Financial Statements for the year ended June 30, 2025.**

Appendix VII: Disaster Expenditure Reporting Template

Column I	Column II	Column III	Column IV	Column V	Column VI	Column VII
Programme	Sub-programme	Disaster Type	Category of disaster related Activity that require expenditure reporting (response/recovery/mitigation/preparedness)	Expenditure item	Amount (Kshs.)	Comments
-	-	-	-	-	-	-
-	-	-	-	-	-	-