

Kenya VISION 2030

NEWSLETTER

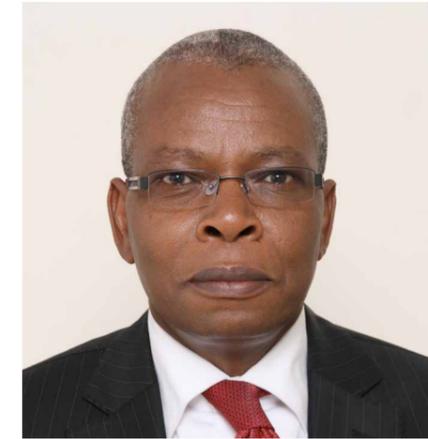
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FOREWARD



Professor Gituro Wainaina
Ag. Director General,
Vision 2030 Delivery Secretariat

The all-encompassing goal of our national vision is to transform Kenya into *"a globally competitive and prosperous nation with a high quality of life for its citizens"* by the year 2030.

The Kenya Vision 2030 is aligned to the Constitution as provided by Article 43 to guarantee an enabling environment for the progressive realization of the economic and social rights for all Kenyans.

However it is not immune from the socio-econo-politico forces that would undermine its existence and implementation.

Irrespective of current challenges, we at the Vision 2030 remain confident that proper implementation of the

Vision 2030 with support from Government of Kenya and all implementers will steadfastly progress.

Indeed, the social, political and economic pillars under the implementation of First Medium Term Plan (2008-2012) are all ahead of schedule.

But to achieve the infrastructure achievements, we have to fix the mindset and the value system of our nation. We need to get it right in our national values and national ethics, such that things like corruption, people's way of behaviors are addressed.

In that regard, the medium-term phase will be dedicated to addressing the soft factors since the Vision 2030 is much more than infrastructure but an integrated society where things work seamlessly.

We also need to ask ourselves as Kenyans, what our role in Vision 2030 is. How as individuals do we fit in the Kenya of 2030? Because it is the individual who in their own self-preservation and self-serving attitude and desire to achieve influence the total population to achieve because the Vision is aligned to the their dreams.

To Vision 2030 Delivery Secretariat, Vision 2030 Delivery Board and other multi-sectoral partners, the onus is on us to co-ordinate for the timely implementation of the second Medium Term Plan goals.



KENYA SEEKS PPP FINANCING FOR VISION 2030 PROJECTS



The Kenyan government has presented 45 projects among them key Vision 2030 projects to American investors and Kenyan private sector seeking financing under the Public Private Partnership model.

Following a successful Eurobond issue that earmarks funds for Vision 2030 flagship projects in Transport, Energy and Agriculture, the current move confirms the Government efforts to integrate the PPP financing model as an alternative source of funding of infrastructure investments.

Within the scope of Vision 2030, several flagship projects presented for financing under a PPP framework include the JKIA Terminal 2 construction, LAPPSET, Tana Delta Irrigation; 5000MW energy implementation projects and the Nairobi Commuter train.

In a trade and investment forum 'Doing Business in Kenya' held in Washington DC, U.S. and Kenyan private sectors discussed partnerships aligned with the Kenyan government's economic and social transformation blueprint, the Vision 2030.

Speaking in Washington DC, Vision 2030 Ag. Director General Prof. Gituro Wainaina described Kenya's on-going infrastructural development efforts as key to Kenya's global competitiveness.

"Kenya is keen to expand and upgrade infrastructure to deliver the required efficiency in terms of time and cost to facilitate trade and investment equally important to our intention to attract and sustain private sector investments in critical sectors of the economy," said Prof. Gituro



Noting that the current development funding gap can only be plugged by bringing together capital and know-how from the public and private sectors, she urged American investors to take advantage of the newly created Public Private Partnerships framework, as they did with the Kenyan Eurobond issuance.

"We are happy to note that the recently concluded oversubscribed Eurobond issue by Kenya was 66% subscribed by US investors with the bonds already trading at the Irish Stock Exchange at 102%," added the Vision 2030 head.

It is currently estimated that there is an infrastructure funding gap of approximately US\$2-3 Billion per year needed to address the infrastructure requirements in the next decade.

He said the Government's entrenchment of private sector development as a central and prominent feature of national development planning is a clear display to transform the country.

"Various flagship projects at national and county government level projects will be easily achieved through PPP arrangements in modernizing infrastructure in affordable and sustainable ways, with positive impact on the quality of life for all Kenyans," said Prof. Gituro.

"At the Vision 2030, we are confident that projects such as the stringent implementation of our new constitution, construction of the LAPPSET, JKIA Terminal 2 and related infrastructural developments including energy generation, will further serve to enhance our global competitiveness."

PPPs have been identified to contribute to easing budgetary constraints on social expenditure, directly enabling the



Government to broaden and deepen balanced development.

With the Public Private Partnership Act No.15 of 2013 coming into effect on 8th February 2013, it established a new legal framework enabling structured, methodical and staged development of PPPs in infrastructure development in Kenya.

Kenya expects economic growth to rise to 6.4 per cent in 2015 from an initial forecast of 5.8 per cent this year, as it aims to propel the country to middle-income status in under two decades.



EUROBOND SET TO UNLOCK VISION 2030'S FLAGSHIP PROJECTS, BOOST INVESTOR CONFIDENCE

“...AS VISION 2030 DELIVERY BOARD ATTRIBUTES SUCCESSFUL EUROBOND ISSUE TO VISION 2030 DRIVEN LEGAL REFORMS

The Vision 2030 Delivery Board (VDB) Chairperson, Dr James Mwangi, has confirmed that phase two of medium term plans of the Vision 2030 blueprint is firmly on course.

Buoyed by the recent successful Eurobond issue that earmarks funds for Vision 2030 flagship projects in Transport, Energy and Agriculture, Dr Mwangi has expressed optimism that the blueprint will be attained within the next 16 years or earlier.

Speaking in Nairobi, Dr.Mwangi described investment in the LAPPSET; Generation of 5000MW of energy, Nairobi Urban Commuter Rail and Galana irrigation project as a positive affirmation of the on-going efforts to transform the country

In a development that portends good tidings for Kenya's economic growth, President Uhuru Kenyatta, Wednesday, confirmed that at least USD2 billion of the Eurobond money would be spent on dredging three berths of the Lamu Port; a commuter train railway line linking the capital to JKIA and energy projects as well as commencement of the 1 million acre Galana irrigation project.

Dr.Mwangi noted that the Eurobond will provide a much needed funding option needed to execute stalling Vision 2030 projects.

“The VDB is confident that with stringent implementation of institutional and legislative reforms in place, prudent use of the Eurobond funding of the projects will further serve to enhance our global competitiveness,” Dr Mwangi said.

The sovereign Eurobond target quadrupled to USD8 billion from the targeted USD billion, injecting investor confidence.

“The overarching goal of Kenya Vision 2030 is to transform the country into ‘a globally competitive and prosperous nation with a high quality of life for its citizens’ by the year 2030, through the Vision 2030,” said Dr. Mwangi, adding that Kenya's robust legal framework is an indicator of the foreign investor confidence in the country.

The Eurobond's effect to reduce interest rates and allow the private sector borrowing will stimulate growth of the private sector and positively influence the Vision 2030.

“At the end of the day Vision 2030 execution is a partnership between the public and private sector, a lot of the economy is inspired by the private sector. The FDI, the 40 international companies in Kenya is a direct response of the private sector and how quickly the private sector is moving” said the Vision Delivery Board Chairman

Kenya expects economic growth to rise to 6.4 per cent in 2015 from an initial forecast of 5.8 per cent this year, as it aims to propel the country to middle-income status in under two decades.

The Vision 2030 Delivery Secretariat has welcomed provisions and proposals contained in this year's national budget.

According to Vision 2030 Delivery Secretariat Acting Director General, the budget read on Thursday July 12, 2014 by National Treasury Cabinet Secretary Henry Rotich has managed to; comprehensively embrace Vision 2030 ideals by allocating significant financial resources across the flagship projects.

The Kshs 1.8 trillion budget aptly titled: *“Economic Transformation for Shared Prosperity”*, Prof. Gituro noted will particularly provide the much-needed impetus to support realisation of Vision 2030 and on-going programmes such as the Mombasa Port, Standard gauge rail project, LAPSSET and a range of social development projects.



Speaking at the a post budget stakeholder analysis hosted by Ernst & Young East Africa, Gituro lauded the budget as transformative, noting that the infrastructural projects budgetary allocations will set a good foundation to catapult the country's economic growth to a sustainable 6% this year as the Vision 2030 strives for a 10% GDP growth.



VISION 2030 DELIVERY SECRETARIAT CELEBRATES INFRASTRUCTURE FOCUSED 2014 BUDGET

With 124.8billion earmarked for infrastructural development, the Standard Gauge Railway, JKIA Commuter rail; and Kisumu and Isiolo Airports upgrade and Mombasa Port modernisation, list among the big winners of the Vision 2030 projects.

Road network expansion has been boosted to the tune of Ksh 117 billion for continued road expansion, upgrading and rehabilitation throughout the country while the energy sector was allocated Ksh.43.6billion.

“The standard gauge will improve our internal economy and our competitiveness in the region by improving the turn-round time and reduce significantly the cost of freight from Mombasa to Kisumu, by as much as 79 per cent from about Ksh.140, 000 to Ksh.30, 000,” noted Prof. Gituro adding the road

secondary, Prof.Gituro added will also help raise the country's intellectual competitiveness against global benchmarks.

“At Vision 2030 Delivery Secretariat, we are excited that we now have a transformative budget that will help build the base for the implementation of flagship projects across all the Vision pillars,” Kibati explained.

And added: *“the government has by way of such a budget firmly confirmed its commitment to meet and indeed exceed on the Vision 2030 goals.”*

During the budget reading, Cabinet Secretary Rotich reiterated the government's commitment to economic growth by facilitating national development strategies.

“The Second Medium Term Plan of Vision 2030 (currently under implementation) and the priorities of the new Administration will be implemented and budgets will be aligned to it,” Rotich assured.

And added: *“We will continue to invest in infrastructure (particularly rail and ports) and in our great resource—the people of Kenya—while taking bold steps to create opportunities for young people.”*

Other Vision 2030 projects benefitting included irrigation projects set to curb food insecurity at Ksh 9.5 billion; and the consolidation and capitalisation of the Women Enterprise Fund; Youth Enterprise Fund and Uwezo Fund.

expansion are timely for county economies expected to be the drivers of the national economy.

The medium term funding of a total of 17.4 billion for deployment of laptops to schools and content development and teacher training; education Ksh 0.32 billion for purchase of computers; 13.5 billion free primary and Ksh28.2 billion for free day



PROGRESS BEING MADE AS VISION 2030 SECTORS SHARE KNOWLEDGE

Vision 2030 Delivery Secretariat (VDS) convened a knowledge-sharing workshop among the economic pillar sectors. The objectives of the meeting were: to appraise each other about the progress made in project implementation, challenges faced and how they are being resolved, as well as devise ways of fast-tracking the implementation of the flagship projects.

Coming off the heels of Kenya and China's Sh.327 Standard Gauge Railway deal signed this week, the meeting had brought together Government technocrats chaired by the Vision 2030 Acting Director General, Prof. Gituro Wainaina to discuss pitfalls facing implementation of Vision 2030 projects.

The agencies included Konza City Development Authority; Kenya Revenue Authority, LAPPSET Authority; National Oil Corporation, Universities, and Ministries Industrialization and Enterprise Development, EA, Commerce, and Tourism, among others.

Speaking on the sidelines of the event, Prof. Gituro said there was need for a robust resource mobilization approach for the flagship projects adding that an improvement of business climate would facilitate resource mobilisation from the private sector.

"We have made tremendous progress in setting the stage for further Flagship projects attainment particularly through the recent passing of key bills such as the Public Private Partnership bill into law. The stepping up of efforts to ensure that all flagship projects under the cross cutting Enablers macro pillar are also being undertaken on schedule is a point of pride for all of us at the Secretariat." Said Prof. Gituro.

He also added that the Secretariat was drumming up efforts alongside the Ministry of Planning and Devolution to sensitize the county governments so that the projects are included in the County Integrated Development Plans endorsing it as a move that will add on gains towards the national development agenda whilst acting as a building block for the transformation of Kenya into a middle income, globally competitive and industrializing country with a high quality of life by the year 2030.

"The Secretariat, through steering committees, has been involved in nationwide training forums with county leaders to align the county CIDPs with international development plans such as MDGs and Vision 2030. The county development plans that will then be cascaded to the county departmental plans," said, Prof. Gituro adding that the committee will also be used to educate wananchi on the Vision 2030.

A team came up with a number of key recommendations following intensive deliberations. They stressed the need for implementing agencies to explore other sources of funding, including through the capital markets using instruments such as the issuance of bonds and asset-backed financing.

Government ministries who are yet to align their strategic plans with Vision 2030 and the second Medium Term Plan (MTP2) should do so as a matter of urgency.

The group also emphasized the need to prioritize Vision 2030 flagship projects in the ministerial and departmental budgets in order to speed up the implementation process.



WE MUST ALIGN SKILLS DEVELOPMENT AND INDUSTRY NEEDS TO ACHIEVE VISION 2030

Dr. Omar Mohammed,
Director, Economic Pillar,
Vision 2030 Delivery Secretariat

There seems to be consensus among policy-makers, analysts and industrialists that there is a glaring skills-industry gap in Kenya. For a country that has industrialization as a central theme in its long-term development plan, Vision 2030, this must be a cause for concern.

It is in recognition of the disconnect between the skills of graduates from the country's vocational institutions and universities and industry requirements that the training of engineers and technicians has been anchored in Vision 2030's Medium-Term Plan as a flagship project, positioning the issue as a policy priority.

It is acknowledged that the competitiveness and productivity envisaged under Vision 2030 will not be achieved when practical skills are not enough, for it will be difficult to embrace technological innovations and new work processes. How does the skills gap manifest itself in Kenya?

First, there are inadequate number of engineers and technicians bearing in mind the total population in the country. The average number of people per engineer in middle-income countries is around 500 while that ratio stands at about 6300 people per engineer in Kenya. This means that we need to work extra hard and commit resources in order to enhance the number of qualified engineers and technicians in the country.

Second, industry players complain that not only are graduates from universities lacking mastery of technical skills in the respective disciplinary areas they were trained in, but they also come short in their appreciation of generic skills. Generic skills include leadership, project management, inter-personal skills, customer care, decision-

making skills, work attitude, and presentation skills.

Third, an oft-cited observation is the fact that skill shortages are very profound in science, technology, engineering and mathematics. Incidentally, these are disciplinary areas that are vital for any nation that aspires to achieve industrial transformation. Expertise in engineering in general and petroleum and gas in particular are becoming increasingly sought after owing to the nascent oil and gas sector in the country. Other areas of specialization that are topical include urban and spatial planning especially given the introduction of the counties, as well as expertise in construction, architecture, and software development.

There have diverse albeit fragmented attempts to tackle the skills-industry disconnect in the country. One discernible effort is the attempt to pair multi-nationals, local institutions and local industries with a view to enhancing the exposure of students through internships. Examples are there in the telecom, IT, oil and gas, and manufacturing industries. However, each sector seems to engage with local or international organizations without there being a structured and well thought-out framework. Such a framework should be one that connects the curriculum of the learning institutions and the practicalities of the workplace. If this is the scenario, what steps might be taken to ensure that skills-industry gap does not undermine the realization of Vision 2030?

First, undertake research to determine the skills that are currently in demand given the requirements of the Vision 2030 flagship projects. What skills sets do we require for industrial transformation, especially

against the backdrop of such mega projects as Konza Technology City, special economic zones, LAPSSSET, and standard gauge railway?

Second, based on the outcome, we should develop curricula in the learning institutions that not only take cognizant of the industry requirements, but are also able to offer customized solutions in collaboration with industry players. Strategies adopted by other countries that have developed successful apprenticeship programmes offer valuable lessons in linkages between learning institutions and industry, most notably Germany. Students undertaking vocational courses in Germany go through a dual learning system that oscillates between on-the-job training and classroom learning. Students spend part of the week at the workplace and the other part in the classroom. That way, both the practical demands of the work and the theoretical grounding are all taken care of. These students enjoy careers that offer them career growth trajectory that follows the vocation they have chosen.

Third, youth enterprises need to be supported through such mechanisms as incubation and knowledge transfer. This can be achieved through internships, work shadowing, mentoring, and business coaching in collaboration with established business executives. Fourth, it is imperative that training and qualifications across the East African Community are standardized. The expected benefit of such standardization is easy mobility of human capital and therefore enhanced knowledge transfer.

Finally, create a vocational centre of excellence in each county

that focuses on the comparative advantage enjoyed by the respective counties. This will help in diversifying the economic activities in the country as the counties will eventually build up critical skills in particular areas of specialization.



THE MOMBASA PORT COMMUNITY SIGNS CHARTER THAT WILL ENHANCE TRADE IN THE REGION



facilitation and economic development 25 key agencies, public and private have committed to make Mombasa port corridor a more productive hub for trade with an aim of accelerating economic growth.

The constraints in the port and along the northern corridor are estimated to make up to over 30 percent of the goods compared to the benchmark of 4 percent.

According to Gilbert Langat, Chairman Port of Mombasa Community Charter, past attempts to address some of the challenges bedeviling the port have focused on Kenya Ports Authority hence excluding other players who are an integral part of trade facilitation.

The launch of the charter follows the over one year intense and extensive consultations among all stakeholders, including government agencies, business, civil society organizations, and the Coastal Community as well as special interest groups in Kenya.

“In the last 12 months we have held several consultations with various port stakeholders, we have realised by excluding other players in the sector the port will continue to experience operational inefficiency all through the corridor,” noted Langat.

The charter added Langat, has set goals that must be achieved to accelerate the realization of the potential of the Northern Corridor and spur the region’s economic growth.

“These cut across the entire logistics continuum and are transforming Mombasa port into a high performing landlord port by 2016; achieving an average of 120,000 Kms coverage per Truck per Annum; growth in cargo off take by rail to above 30%

of throughput by June 2016,” added Langat.

The charter also aims to integrate all port community members’ systems into the Kenya National Electronic Single Window System by December 2014 and, achievement of 70% cargo throughput through the green channel

According to Gichiri Ndua, the Managing Director, Kenya Ports Authority, the Mombasa Port Corridor is already reaping the benefits of the Port Reforms. “Port productivity has improved and container dwell time has reduced to 4 days from 10 days,” noted Ndua.

Transit time of container laden trucks to Malaba is now consistent at less than 5 days from 8 days. The Port of Mombasa is currently the deepest port in East Africa and can accommodate container ships of up to 8,000 TEUs. “The region is already reaping the benefits of the port reforms as a result of implementation of some of the recommendation in the charter,” added Ndua.

President Uhuru Kenyatta in June 2013 issued a directive to streamline port operations so as to improve efficiency and reduce transit time from Mombasa to Malaba from 18 days to 5.

Port productivity has also improved with container dwell time reducing to 4 days from 10 days. Transit time of container laden trucks to Malaba is now consistent at less than 5 days from 8 days.

- The charter will establish a permanent framework of collaboration that binds the port community to specific actions, collective obligations, targets and timelines
- Develop and implement a self-monitoring and evaluation mechanism for collective community obligations
- Transform Mombasa Port into a high performing landlord by 2016

Kenya’s efforts to ensure the timely delivery of the Vision 2030 received a major shot in the arm as the Kenya Ports Authority (KPA) and The Port of Mombasa Community signed a binding charter that will transform the port into a high performing port by 2016.

The charter which has taken over one year to develop is a self-monitoring and evaluation mechanism for collective community obligations whose aim is to reduce the barriers to regional trade besides transforming the port to a world class port.

The Mombasa Port modernisation and expansion, a Vision 2030 Enablers and Macro pillar, will significantly boost container handling operations at the port while enhancing regional trade



DR. JAMES MWANGI CBS:
EQUITY BANK, CEO & MD;
Chairman, Vision Delivery Board

Q&A WITH THE CHAIRMAN OF VISION DELIVERY BOARD

1. BRIEFLY EXPLAIN THE MANDATE OF VISION DELIVERY BOARD (VDB)

Vision 2030 is about the national aspiration of the Kenyan people, their desire touching on their lives and on their country; it's the aspiration on everything about being a Kenyan. To be achieved, we took a long term view and felt that it required a time frame. It is for that reason that it was decided the Vision 2030 would be a journey that will take up to the year 2030 in order to create a globally competitive economy, with Kenyans living high standards of living. The Vision Delivery Board main mandate is to drive this.

2. HOW IS THE VISION 2030 BOARD AND DREAM GUARANTEED AND INSULATED AGAINST OTHER FORCES LIKE POLITICS?

Firstly, there was recognition that this was not a government project, it is a people driven project so in the process it was a partnership between the private and public sector; the composition of the board was people-inspired in that its borrowed from both the public and the private sector, which dispels the no notion that this is a government project.

The second aspect that protects this board is to ensure it's not tied to manifestoes of the party or governments of the day, its neutral to party manifestoes and therefore derives its power from the people.

But more importantly we created a sessional paper to protect it such that there's law governing and stipulating that this is running a plan for the economy for that.

The last one is that the implementing agencies are not centralized. State corporations that are implementing agents, the possibility of centralization abuse is reduced.

3. IS THE VISION 2030 ON TRACK? WHAT WOULD YOU PICK AS ITS LOW LYING FRUITS?

I'm more encouraged that through the Vision 2030, we have created fundamentals necessary to stabilize the economy. This is a very critical component, once you stabilize the economy and ensure that there are no threats other than the external shocks.

What are these fundamentals? In the past our main challenge has been political, how do we select our leadership? We have managed that with electoral system that has now been tested and proved to be working; we have a legal framework that seems to be sufficiently robust to deal with issues, a judicial system that looks independent and able to mete predictable justice, a devolved government and a separated devolved government with separation between judiciary, legislature and executive. Again those are the best indicators, because if you get it right on the legal framework and the process of selecting leaders and the democratic space then everything else will naturally fall in place, it just a matter of time.

4. WHAT WOULD YOU PICK AS GAINS OF THE VISION 2030 THAT THE COMMON MWANANCHI CAN IDENTIFY WITH?

I think we have over-achieved in terms of the enablers in terms of infrastructure, the last time we build a railway was 100 years ago and now we are talking of a Standard Gauge High Speed electrified railway line, we're talking of commuter railways lines in Nairobi with four of the stations having been completed and opened;

In Power, over the last 80 years, we had only managed to produce an aggregate of 1200 MW, in 40 months we will produce 5000MW, and we are on target for



the first 6 months producing 201 MW, which is already a fifth of what we have produced in 80 years in just six months.

When you look at lined up projects particularly infrastructure connecting us with the region, whether the Voi road to Tanzania all the way to Moshi, whether it's Nairobi-Athi River-Arusha Road, whether it's towards Uganda, towards Ethiopia, in two years we'll have completed that project and connected Addis Ababa and Nairobi on an all-weather tarmac road, if its Juba, we've commissioned and connected the road from Kitale to Juba.

You can see what we are doing in agriculture, the mechanization, 2000 tractors, 1 million hectare's being put under irrigation, self-food sufficiency, the dignity of a people to feed themselves is almost there, this year we are targeting to produce 47 million bags of maize from 26 million of maize, that's a huge step towards food sufficiency because the consumption is 42 million.

Actually we are way ahead of schedule on some things; the Greenfield Airport's Terminal 4 which is almost 70 percent of the capacity of the old airport is due for opening in August. If you look at the Port of Mombasa, Terminal 19, the container terminal is complete, we are now about to do the second terminal.

In Lamu, the pipeline will see commencement before the end of the year, and once we start developing the infrastructure for oil, people will see the warmth of the economy, between the construction of the Pipeline, the railway and the irrigation scheme, we will be able to create over 2 million jobs and from almost 40 unemployment rate you will be struggling to find people to work on these projects when the projects take shape.

When you look at education, we may have adequately addressed access when we made free primary education free, an additional 1 million people enrolled but by the time they reached Standard 8 we had doubled the capacity of secondary schools, added 2 streams in every school, increased national schools from 18 to 120, increased the universities from 7 to 22 and approved 15 public universities. In Education what now remains is the issue of quality which is a function of time, our education will keep improving.

5. AN OFTEN REPEATED STATEMENT, IS THAT WE NEED TO GET OUR NATIONAL VALUE SYSTEM RIGHT TO ACHIEVE THE VISION 2030. YOUR TAKE?

Admittedly, what worries me is not about infrastructure achievements, its mindset, and the value system of our nation. Are we going to get it right in national values and national ethics, such that things like corruption, people's way of behaviors are addressed? It is one of the biggest challenges since changing a culture is hard.

We want to address the soft factors during this mid-term phase, since the Vision 2030 is not just about infrastructure but integrated society where everything works. Like I like putting it, "what pulls a train and makes a train move is not the wagon that it pulls, it's the engine", and the engine of this country was the political pillar, having a robust legal framework, or a constitution, an independent judiciary, a reliable and dependable mechanism of selecting leadership, the safeguards of a democratic space, institutions like judiciary, the 18 commissions. Even at infant stage these changes have enabled 80% of the political pillar.

6. HOW HAS THE VISION 2030 BROUGHT ON BOARD THE PRIVATE SECTOR IN ITS IMPLEMENTATION?

Vision 2030 execution is a partnership between the public and private sector, and as much as you see the infrastructure, a lot of the economy is inspired by the private sector. The direct foreign investment, the 40 international companies in Kenya is a direct response of the private sector and how quickly the private sector is moving; the upgrading of the UN Office in Nairobi to category 1 is a direct response by the international community.

When you see banks like Equity Bank going regional and being in 5 countries and moving to 6 then you start seeing a Kenyan company being a global multinational, that's a huge indicator of transformation because you've significantly enlarged your markets. When you see the Capital Markets with nearly Kes 2 trillion value of stocks, which is half of the size of the GDP of the economy driven by the private sector, you see the hand of the Vision 2030.

Because of this partnership we have sustained a 5 percent GDP growth rate while the world has an average of less than 3 percent GDP rate, but most remarkable is that last year we were able to achieve 5.2 GDP growth rate in an election year, that has only happened last in the 1960's, so you can see the confidence of the private sector, the massive investment from investors is testament.



VISION 2030 SECRETARIAT: TECHNICAL AND VOCATIONAL TRAINING KEY TO LABOUR SKILLS TO ACHIEVING VISION 2030 GOALS

The Kenya Vision 2030 Delivery Secretariat has welcomed wider reforms in the education sector aimed at improving the curricula to align tertiary levels of education with the Vision 2030 needs.

According to an education sector analysis note by the government, the current education is inflexible to meeting the demands of the national economic blueprint, the Vision 2030.

A competency-based curriculum, noted Acting VDS Director General Prof Wainaina Gituro, will anchor Kenya's transformative drive towards the next 16 years to meet its social, economic and political demands.

A raft of progressive measures, already undertaken such as the TVET Act 2013, introduction of the Competency Based Educational Training and governance and management of institutions offering TVET training, noted Prof Wainaina noted will provide Kenya with trainees with best global and industry skills to pave the way for Kenya's industrialisation as outlined in the country's Vision 2030 strategy.

Singling out Science and Technology and innovations, the Vision 2030 Delivery Secretariat said the new curricula would be a catalyst for a knowledge based economy through use of information and communication as emphasized in Vision 2030.

"It is a step in the direction if the country is to position itself with the demands needed to achieve the Vision 2030 dream which needs a technical human resource capable of creating an economic development society based on science and technology an innovation based on the blueprint," said Prof. Gituro.



The role of the Vision 2030 to improve skills training and labour market for the youth in promoting competitiveness and empowerment, Prof. Wainaina reiterated will remain a key agenda in factor in determining the success of the Vision 2030 strategy implementation.

Speaking on the sidelines of a forum to discuss the skills and competency standards required by the building and construction industry, Prof. Gituro urged for a mind-shift on the level of investment and resource allocation provided for Technical, Industrial Vocational and Training Institutions (TVET).

"As an agency, mandated to provide strategic leadership in the implementation of Vision 2030, we are encouraged by the commendable efforts that have been taken by the government to address some of the challenges bedeviling quality of education," Prof Wainaina explained

As part of government's commitment to ensuring that technical and vocational training is implemented in the counties, the government has

committed to start rolling a TVET institution in each county in the next 5 years and 133 polytechnics in each constituency to respond to growing demand of technical skills key to achievement of the vision 2030.

Additionally, a mechanism to disburse educational loans in TVET institutions will be established to motivate the over 400,000 Kenya Certificate of Primary Education graduates who never join TVET or university colleges to get skills.

Calling it a national process, Prof. Gituro called on the private sector to take advantage of the Public-Private Partnership to help design a competency-based system that will develop skills and competencies necessary for a demand-driven economy.

Over the last two years, the Vision 2030 Delivery Secretariat has been rolling out the Wakilisha campaign; a rallying call to entrench the National development policy ideals amongst private sector players and general citizens.

