In May 2012, Kenya secured a $6.29 billion loan from Japan for the construction of the Dongo Kundu bypass in Mombasa. Apart from being one of the major landmark projects in the Mombasa County, the bypass will go a long way in boosting the government’s efforts to ease cargo movement at the port.

The 35km Dongo Kundu bypass is going to be the second-largest project after the Lamu Port and Southern Sudan-Ethiopia-H망gport Corridor (LAsaC) that is estimated to cost Sh.1.5 trillion.

Japan’s Ambassador to Kenya, Mr. Yoshio Takahashi, said that his country’s government concurred with the Kenya government that it was crucial to build a link road that connected the new container terminal with the Northern Corridor.

The envoy said the expansion of Mombasa Port alone would not be enough to make it realise its full potential as the region’s hub.

The Port of Mombasa is faced with serious congestion challenges that have been attributed to the collapsed railway system.

The funding is channelled through the Japan International Co-operation Agency. Construction work is set to begin in December 2012 and end by August 2015.

Once completed, the bypass will go a long way in decompressing the road leading to the Isiolo and provide an alternative route to the Likoni Ferry Channel that links the mainland with the South Coast.

However, the construction of the multi-billion bypass is yet to begin due to misunderstandings among different government agencies over the projects.

Passengers disembark from one of the Ferries at the Likoni Channel.

"This is a high-priority project whose completion will facilitate easy access, mobility and transport of goods and passengers,” said a former Cabinet Minister, Mr. Njuru Githinji.

This distance is shorter than that of the Thika Super Highway that covers 45 km.

Most of the road will go through a waterlogged area and the sea is linked by four bridges.

From Miritini where it will start, the road will pass through Mvita, Furniture, Dongo Kundu and Kibundani.

Once completed, the project will facilitate access, mobility and transportation of goods and passenger from the South Coast to other parts of the country as well as the neighbours countries.

The bypass will further complement the ongoing expansion of the Mombasa port and contribute to higher economic development in the coastal region of the country as a whole.

The project is bigger than the Nairobi-Thika superhighway, which was constructed at a cost of Sh.28 billion.

The Government of Japan has helped the country to construct Nyali Bridge, Mtwapa Bridge, KIR Bridge and Saba Bridge.

Since the beginning of bilateral operation between Kenya and Japan, Kenya has received a cumulative financial support of $5,478.04 billion.

Former Roads Minister, Franklin Biwott, once said the government did not own any land in the area and instructed the Kenya National Highways Authority (KANHA) to buy land on the corridor that the project could become a reality.