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NAIROBI CITY TWIN / TRANSPORT

Transport

Domain Guide

Inspect passenger journeys, fares and home or work context. Explore selected passenger and private vehicle histories in the interactive demo.

City	Nairobi
Coverage	Public sample available
List price	$3,995 USD - standalone domain
Guide edition	Publication revision 10 September 2026; evidence dates retained

Use this guide

Read the documented coverage and limitations alongside the published sample and release evidence. Model counts and sample distributions describe their stated source and period. The final accepted order specifies licensed scope, usage rights, duration and delivery.

Useful questions

- Inspect boarding and alighting for a passenger journey
- Compare dates, fares, routes and vehicles
- Follow the supplied events in a selected transport history

Scope and limitations

Direct route-, trip- and vehicle-registration evidence does not extend back to the 1940s-60s for Nairobi. Those early decades are reconstructed rule-by-rule from the historical model, with fares, fees and operating assumptions scaled well below present-day levels. The page therefore treats early-period detail as calibrated history rather than literal observed records.

Transport models Nairobi's commercial mobility ecosystem rather than every registered vehicle in the city. Published registration evidence is therefore used as context, while private and institutional vehicle ownership is handled by the Vehicles domain. The Transport release does not claim a city-specific ownership split where no authoritative Nairobi benchmark is available.

certification check previously warned that the modeled PSV/matatu fleet sat below the cited real-world range of roughly 11,000-20,000 vehicles. In the 2026-08-04 Transport results, the modeled fleet is 11,364 vehicles and the realism check passes. It remains close to the lower edge of the evidence band, so the page continues to show the benchmark rather than implying false precision.

Earlier occupancy behavior did not distinguish time-of-day strongly enough. Nairobi was refreshed and re-certified after the correction; the current release reports all Transport realism checks passing. Exact formula changes are controlled.

Inside this guide

01 How Transport fits the City Twin.

02 Known and possible relationships.

03 Six connected capabilities, one semantic mobility model

04 Vehicles and trips age the same way people do

05 1940-2026, reconstructed against real regulatory history

06 Representative mobility entities and relationships

07 Where this domain is weakest today

08 One rider, one real transfer across the city.

09 See mobility inside the connected city

01 How Transport fits the City Twin.

FCTE's Transport domain represents the city's commercial mobility ecosystem: transport operators, PSV/matatu vehicles, drivers and crews, routes, stops, licenses, fares and individual journeys. Trips form the operational layer, allowing fleet utilization, passenger movement, route activity, travel demand, operating economics and network performance to be studied through time rather than as isolated snapshots.

It does not represent every registered vehicle in the city. Personal and institutional ownership belongs in Vehicles → , while government-owned operational assets belong in Fleet → . Transport instead answers the movement question: how vehicles become services, services become journeys, and journeys connect people to the city.

Because Transport is connected to the wider City Twin™, movement can be analyzed alongside population , employment , businesses , housing , infrastructure and geography - making it possible to study how urban growth and changing demand reshape mobility across Nairobi.

Supporting links

Vehicles →

Fleet →

population

employment

businesses

housing

infrastructure

02 Known and possible relationships.

Connections follow the published domain scope. Optional, contextual and planned relationships retain their stated limits below.

Domain or context	Relationship and published scope
Demographics	Resident and driver identity supplies lifecycle context for mobility records.
Households and Employment	Home and work context support commute analysis when supplied. They do not establish universal household-to-vehicle or employment-to-trip joins.
Geography	Wards and stage locations place routes and journeys in the city.
Business	Operator-to-business context is documented for commercial transport.
Insurance	Accident claims have a guarded insurance relationship where supported by the city release.
Finance context	Fares, fees and fuel spend describe journey economics; they are not asserted as links to bank accounts or government budget records.
Fleet and Vehicles	Commercial transport, government fleets and private vehicle ownership are distinct models. Similar vehicle labels are not a cross-domain identity link.
Roads	Planned relationship only. A named route is not a physical road segment, and the guide reports no road-segment relationship today.

Supporting links

Vehicles

Fleet

Employment

Demographics

Households

Business

Finance

Insurance

Roads

03 Six connected capabilities, one semantic mobility model

Individual, business, government, diplomatic, parastatal and NGO ownership - the household side of transport, distinct from commercial fleets. See the dedicated Vehicles → page for ownership, registration and multi-vehicle detail.

Licensing, categories and renewal chronology, age-gated against each citizen's real date of birth.

Routes, stops, operator patterns and service structures for buses, matatus and other formal shared-mobility services across Nairobi.

Ownership models and route types that reflect how Nairobi matatu, bus and other commercial transport operations actually run, not a formalized fiction of them.

Vehicle-level trips and passenger-level journeys, boarding and alighting at named stages.

Crew, maintenance, fares, ticketing, enforcement and accidents - the operational layer behind every trip.

Transport does not claim to reproduce real individuals, vehicles or journeys. Every driver, vehicle, route and trip is synthetic - generated against real regulatory, fleet and demand benchmarks for Nairobi, not sampled from any real transport system.

Supporting links

Vehicles →

04 Vehicles and trips age the same way people do

Every vehicle, license and journey is dated against the same citizen and household timeline used by every other domain - not generated independently and hoped to line up.

Insured is labeled Planned because AccidentClaim currently holds a guarded relationship into Coverage - the public release records this as a planned cross-domain capability rather than a live relationship. Ownership changes (transfer/resale of a private vehicle) is labeled Planned for the same reason: acquisition and retirement are modeled, a full ownership-transfer chain is not yet.

05 1940-2026, reconstructed against real regulatory history

Baseline era. No direct vehicle-registration data exists this far back for Nairobi - reconstructed rule-based, with fares and fees scaled to a small fraction of present-day levels.

Urban expansion and deregulation. Kenya's matatu sector traces to the 1973 Kenyatta-era deregulation that broke the earlier KBS-era monopoly - the origin of the SACCO/individual-operator structure still modeled today.

Safety regulation era.

Institutional formalization. Kenya's NTSA was formed in 2012 (Act No. 2000) were both operating at scale.

Contemporary calibration threshold. Fare, fee, occupancy and licensing assumptions transition to modern operating levels, providing the anchor used by later generated trips and fleet economics.

The 2026-08-04 Nairobi Transport review covered driver age, lifetime chronology, employment and congestion relationships, and transfer patterns. All 22 structural and all 10 realism checks passed in that review.

Published registration, regulatory and field-research evidence used to anchor Nairobi's transport history, fleet scale and institutional milestones.

Values computed from observed evidence rather than copied directly - for example, normalized rates and city-scale operating ratios used by calibration.

Fleet scale, route activity, operating patterns and mobility behavior are calibrated to cited transport evidence and release-level checks. Exact operating weights and assignment parameters remain controlled.

Individual synthetic assignments are generated under controlled domain rules. Exact sampling, assignment order and parameterization are not published.

View Transport Evidence Catalogue →

Supporting links

View Transport Evidence Catalogue →

06 Representative mobility entities and relationships

Showing representative public entity families. View evidence & lineage →

Representative Nairobi mobility record shape at the public semantic level. Exact physical fields, row volumes and generation methods are controlled.

Entity	Represents	Connected to
Vehicle	A commercial/PSV vehicle in an operator's fleet	Operator, Route, Trip
PrivateVehicle	A household or business-owned vehicle	Citizen, Household, Business
DriverLicense	A driver's license, category and renewal history	Citizen, LicenseRenewal
Route	A defined path between an origin and destination	Operator, Stage, Trip
Stage	A named boarding/alighting point (terminus, exchange, roadside)	Route, PassengerJourney
Trip	A single vehicle journey along a route	Vehicle, Route, Crew
PassengerJourney	An individual passenger's boarding-to-alighting record	Citizen, Trip, Stage
RoutePerformance	Aggregated delay/occupancy performance per route	Route, Employment (via a cross-domain consistency check)

Origin	Destination	Period	Fare Band	Payment Context
Kencom	Ngara	Morning peak	Low-mid	Cashless
Westlands	CBD	Morning peak	Mid	Cashless
Kasarani	Pangani	Morning peak	Low-mid	Cash
Githurai	CBD	Morning peak	Mid	Cashless

Supporting links

View evidence & lineage →

07 Where this domain is weakest today

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Earlier occupancy behavior did not distinguish time-of-day strongly enough. Nairobi was refreshed and re-certified after the correction; the current release reports all Transport realism checks passing. Exact formula changes are controlled.

The visible sample is a representative semantic record rather than a captured live-query result. This limitation applies only to presentation and does not imply that the certified Transport population is absent.

View all Transport limitations →

View Full Transport Change Log →

Supporting links

View all Transport limitations →

View Full Transport Change Log →

08 One rider, one real transfer across the city.

Citizen 703282, Nairobi. Two real, currently-live PassengerJourney rows, 20 minutes apart, connected by a transfer at the same stage.

KES 65.00, paid by Mobile.

KES 45.00, paid by Cash - the second leg, boarding 20 minutes after the first alighted, at the same stage.

Explore This Record →

Supporting links

Open Commute Demo →

Explore This Record →

09 See mobility inside the connected city

Available as Standalone Domain · Multi-Domain Bundle · Full City Twin™

Supporting links

Review licensing & delivery details →

View Pricing & Licensing →

Browse Transport Data →

Explore Multi-Domain Access →