

Part of the reforms for the higher education sector is a look at extra income streams. We are looking at how universities can start having more executive programmes, which is a cash cow they should tap into," said Universities Fund chief executive Geoffrey Monari.

The United States International University-Africa (USIU-A) offers the Global Executive MBA, bringing to three the number of private universities in Kenya offering the course. Top-ranking public universities such as the University of Nairobi (UoN), Kenyatta University (KU) and Jomo Kenyatta University of Science and Technology (JKUAT) are yet to introduce the executive master's programme in their course list.

Unlike the traditional MBAs that cover a variety of topics, executive master's degrees cover a specialised area of study and are typically offered by schools of business, schools

sitting, then complete a large portion of the work on their own time and/or over the internet.

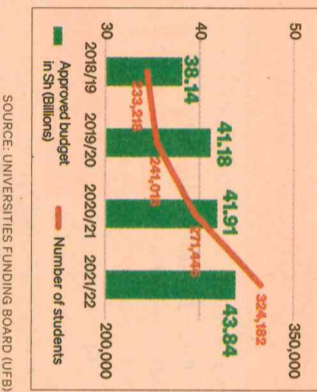
For instance, Aga Khan University's EMMLI is delivered on Friday and Saturday evenings in a blended, (online and face-to-face), format through their learning management system dubbed Moodle.

The plan is to have public universities follow the footsteps of top global universities like Oxford, Cambridge and the University of Pennsylvania have tapped executive masters programs to supplement their earnings.

Pending bills for public universities hit Sh61.1 billion in May on staggered State capitation and the scrapping of Parallel degree programmes that used to generate billions for the institutions.

Unmerited pension tops the list of pending bills by institutions of higher learning at Sh24.5 billion, followed by Pay As You Earn at Sh17.7 billion

Increased by an average of 30 percent



and unpaid suppliers at Sh7.7 billion.

A newly unveiled funding model compels institutions of higher learning to shift dependence from government capitation to raise additional resources to enhance the quality of their programmes to attract students.

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cy need of the document will receive them in 48 hours after."

Those in emergency need of the travel documents will, however, get them in 48 working hours once they have applied for it.

One of the machines that prints the 34, 50 and 66-page booklets had broken down at Nyayo House, inconveniencing applicants who had applied for the travel documents.

A small machine that prints the 34-page passport was working though at an optimal capacity.

Printing of the 66-page and 50-page passports, had also been hampered in the last few months due to a shortage of booklets.

They were, however, sourced by the Immigration Department last Friday. Category C passport with 66 pages, costs Sh7,550. To get a 34-page document which falls under category A, one pays Sh4,550 while the category 50-page document costs Sh6,050.

The Immigration Department normally prints 1,500 passports per day which does not match the existing demand bearing in mind the number of travellers leaving the country at one

7,555

What you part with for a category C passport

given time has been going up in the recent few months.

Demand for passports is so high because the department usually receives new applications daily.

The department, is currently grappling with a backlog of 42,000 passports that are yet to be printed to date.

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Aviation. |

Air New Zealand weighing passengers before flying

BBC

Air New Zealand is weighing passengers before they board international flights, as part of a survey to determine average passenger weight.

The weight will be anonymously recorded in a database but not be visible to airline staff or other passengers, the firm said.

Air New Zealand said knowing average passenger weight would improve

fuel efficiency in the future.

Participation in the survey is voluntary, the airline added.

The airline previously weighed domestic passengers in New Zealand in 2021.

"Now that international travel is back up and running, it's time for international flyers to weigh in," the airline said in a press statement.

Before the pandemic, the airline flew more than 17 million passengers



every year, with 3,400 flights per week.

Knowing the weight of everything that goes on its aircraft is a "regulatory requirement", airline spokesman Alastair James explained in a video.

"We know stepping on the scales can be daunting. We want to reassure our customers there is no visible display anywhere," Mr James said. "By weighing in, you'll be helping us fly safely and efficiently every time."

Air New Zealand will be asking

more than 10,000 customers travelling on its international network to take part in the survey. Passengers will be weighed at the gates of certain flights departing from Auckland International Airport between 29 May and 2 July.

The airline said that everything that goes on its aircraft - from cargo and onboard meals to luggage in the hold - is weighed, and that for customers, crew and cabin bags it used average weights based on survey data.