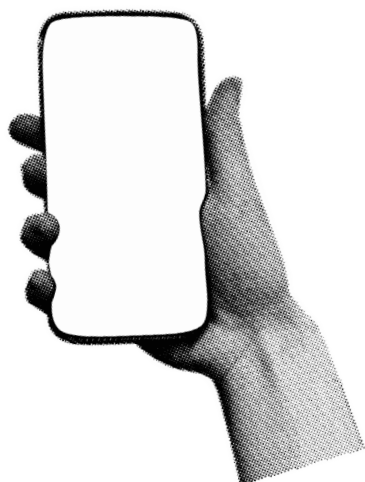
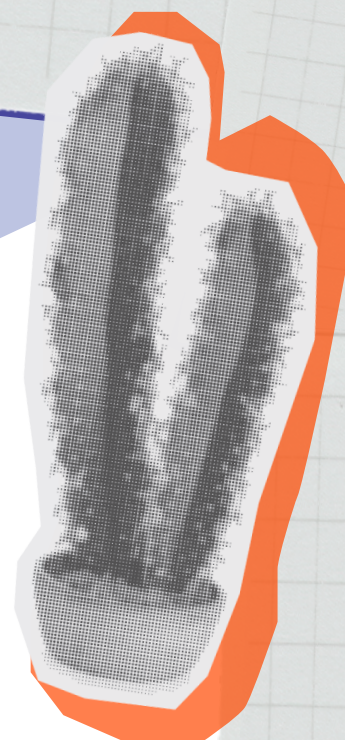


# Daniel Gatura

Danny is a visionary entrepreneur committed to transforming mobility for persons with reduced mobility (PRMs) in Africa. As the co-founder and CEO of Ace Mobility, he leads the charge in developing accessible and inclusive transport solutions, leveraging technology and sustainability to bridge mobility gaps. His passion for sustainable mobility is driven by personal experience and a deep commitment to social impact, advocating for hybrid and electric accessible vehicles. Through strategic partnerships and innovation, Danny is redefining transport to be inclusive, dignified, and environmentally conscious. He is also an active speaker on accessibility, universal design, and the future of mobility.



Nairobi, Kenya





Transport systems can be considered inclusive only if...

... it actively removes barriers, rather than simply offering "options." True inclusion means people with disabilities, women, the elderly and young people, especially from marginalized communities can move safely, affordably, with dignity and independence. This includes physical accessibility, but also cultural sensitivity, representation, and policies that reflect the lived experiences of the underserved.

If I was in power of our transport systems, the first thing I would do is...

... prioritize universal design policies and invest in infrastructure that makes accessibility the default, not the exception. I'd also mandate that public procurement in mobility includes adapted vehicles, safe routes, and inclusive training for transport operators — because systemic change begins with intentional choices.

How does the current situation for persons with disabilities in your city influence your work?

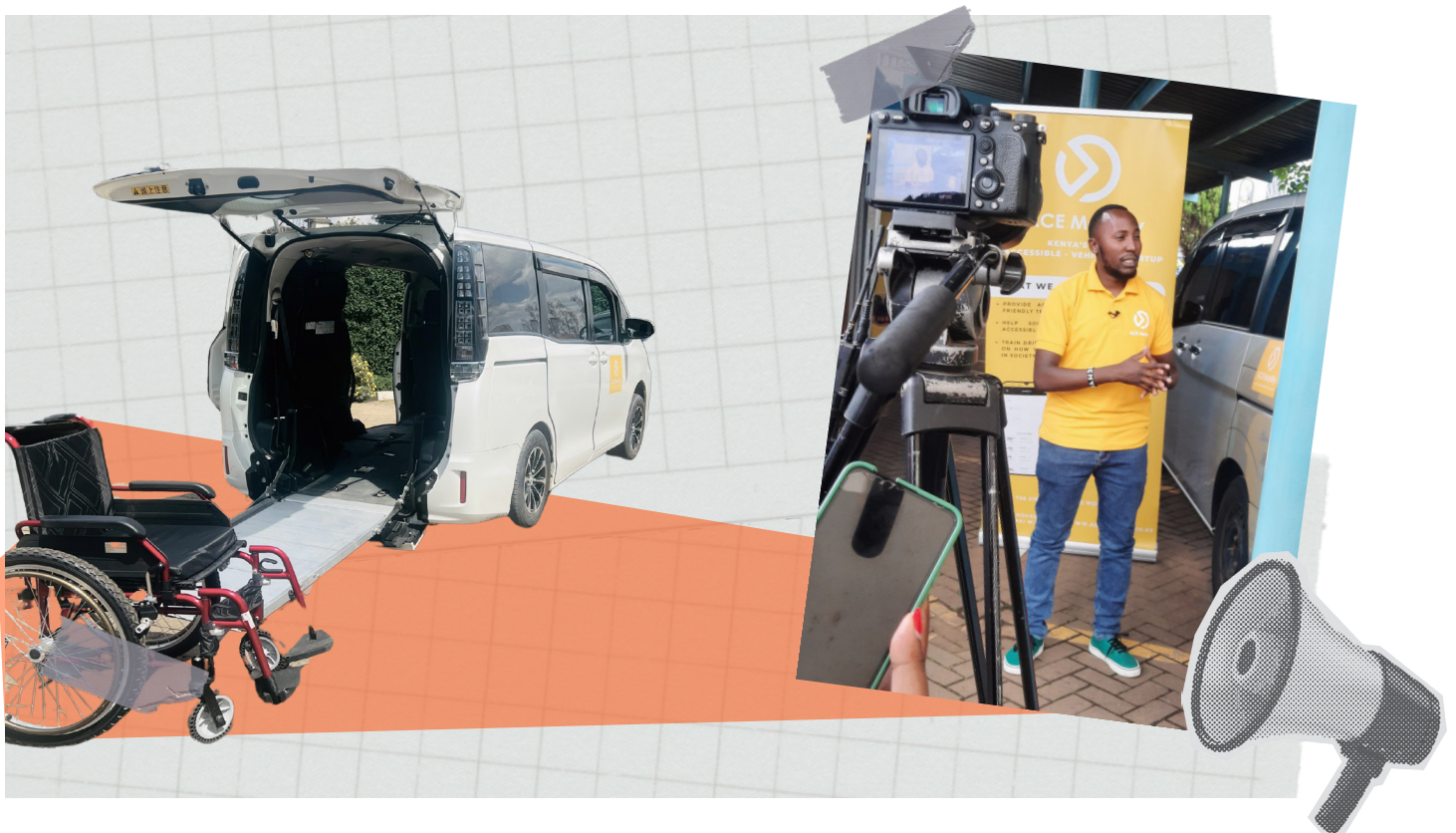
In cities like Nairobi, where I'm based, people with disabilities still struggle to find safe and dignified transport. Women and girls face

harassment on public transport, and youth often have limited say in the systems that shape their daily movement. This inequality isn't just data to us, it's deeply personal.

The discrimination and lack of accessible transport was the sole reason we started Ace Mobility. Our work was born out of lived experience — watching my dad and friends struggle to move freely in our own city. My father, once an active and independent man, was dismissed from work after an accident left him paraplegic. He didn't stop moving because he couldn't, he stopped because the systems around him weren't built to let him.

Another moment that sticks with me is watching Julius Mbura, my visually impaired friend and now co-founder of Ace Mobility, miss out on countless opportunities due to inaccessible public transport. To date, I walk beside him, guiding him through chaotic commutes, and wondering why he has to rely on others just to live a normal life.

For many people with disabilities, independence is not about capability, it's about access. For the deaf and visually impaired, being dropped off at the wrong location while



traveling alone is not uncommon. This limits their autonomy and increases the emotional and financial burden. In many cases, they have to walk long distances, pay for someone to assist them, and even cover fare for both themselves and a caregiver, just to get from point A to B.

These stories aren't isolated. They're part of a broken system. And they fuel our work every single day. At Ace Mobility, we're not just offering rides. We're building a human-centered transport system that adapts to people — not the other way around.

We're solving real problems by:

- Training public transport and ride-hailing drivers on how to respectfully and professionally support passengers with reduced mobility, with emphasis on disability etiquette, empathy, and person-centered service.
- Getting visually and hearing impaired youth to mentorship sessions, safely and reliably.

- Ensuring wheelchair users, the blind, and the deaf can go to school, work, and social events without fear or frustration.
- Supporting elderly people, caregivers, and families with children with disabilities with thoughtful, adapted transport solutions.
- Providing non-emergency hospital transfers, with comfort, care, and dignity.

We know accessibility isn't a feature, it's a fundamental right. That's why we keep iterating, listening, and building. Because inclusive mobility should never be an afterthought. We are here to remind the world: mobility is freedom. And no one should be left behind.

### What's the main challenge that you face in your daily work?

One of our biggest challenges is changing mindsets, showing stakeholders and policymakers that accessible transport is not charity, it's infrastructure. And that inclusion is not a side feature, it's the foundation of future, proof mobility. We're also bootstrapping while tackling a deeply systemic issue, which requires balancing innovation with resilience.

My work aligns with the  
Hamburg Charter Principles!

#### Principle #1 Equitable and Climate-Friendly Access to Opportunities

Putting people at the center, by designing transport around the needs of persons with reduced mobility.

#### Principle #4 Climate-Friendly Mobility Industries and Businesses

Enabling access for all through adapted vehicles and inclusive services that reduce inequality.

Our work at Ace Mobility is a living example of the Hamburg Charter's vision for a people-centered, climate-conscious, and inclusive transport future. We align especially with:

#### Principle #5 Accessible and Climate-Resilient Infrastructure

Promoting innovation — with our hybrid electric fleet, accessible routing tech, and commitment to a fully-electric and inclusive mobility model.





## Why is it important to listen to young people?

Young people bring energy, ideas, and boldness that the transport sector desperately needs. But more than that, we live the reality of broken systems every single day. We understand the urgency, and we feel the intersection of transport, technology, climate, and inclusion in our lived experiences.

Listening to young people isn't just about checking a box, it's about designing for the future, not replicating the past. And if young people in general have been left out, then what about YOUNG PEOPLE WITH DISABILITIES?

They're doubly excluded from decision-making, from access, from visibility. Yet they are some of the most insightful, creative minds we have, because they navigate the world with a lens of resilience, adaptation, and innovation every day. Inclusive systems start with inclusive voices. If we want to build transport solutions that truly serve everyone, we must start by centering the people who've been excluded the longest. Young people, especially young people with disabilities, don't just deserve a seat at the table. They deserve the mic, the blueprint, and the budget.



## What would you tell other young people working in the transport field?

Don't wait for perfect systems, build them. Start small, talk to users, iterate fast. You don't need to have all the answers, but you do need to care deeply. And never underestimate the power of community. Your work matters, especially when it challenges the status quo.

