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REPUBLIC OF KENYA  
KENYA NATIONAL ASSEMBLY  
TENTH PARLIAMENT – FOURTH SESSION

# REPORT

OF THE

DEPARTMENTAL COMMITTEE ON FINANCE,  
PLANNING & TRADE

ON

GRAINS DISCHARGE AT THE  
PORT OF MOMBASA

## **1.0 INTRODUCTION**

Mr. Speaker Sir, on behalf of the Members of the Departmental Committee No.F on Finance, Planning & Trade and pursuant to the provisions of Standing Order No. 181, I would like to take this opportunity to present to the House, the Committee's Report on Grains Discharge at the Port of Mombasa.

The membership of the Committee comprise of the following:-

Hon. Chrysanthus Okemo, EGH, M.P. (**Chairman**)

Hon. (Prof.) Philip Kaloki, M.P. - (**Vice Chairman**)

Hon. Jakoyo Midiwo, MGH, M.P.

Hon. Musikari Kombo, M.P.

Hon. Nelson Gaichuhie, MP

Hon. Shakeel Shabbir, M.P.

Hon. Lenny M. Kivuti, M.P.

Hon. Ntoitha M'mithiaru, MP

Hon. Lucas Chepkitony, M.P.

Hon. Nkoidila Ole Lankas, M.P.

Hon. Sammy Mwaita, M.P.

The Committee received reports from stakeholders who expressed concern about the current monopoly at the Port of Mombasa by Grain Bulk Handlers Ltd. The Committee deliberated on the matter and resolved to invite the Minister for Transport, management of both Kenya Ports Authority and Mombasa Maize Millers Ltd. for a meeting to shed more light on the matter and to appraise it on the following issues:-

- (i) the current situation at the Port;
- (ii) the government position on the investment in the facility;
- (iii) opportunity for a second operator/way forward.

## **2.0 EVIDENCE ON GRAINS DISCHARGE AT THE PORT OF MOMBASA**

### **2.1 MOMBASA MAIZE MILLERS LIMITED**

Mr. Mohamed Islam, Director - Mombasa Maize Millers Ltd. accompanied by Mr. Abdulwahid Islam, General Manager and Mr. Munir Thabit, Finance Manager appeared before the Committee on Thursday 3<sup>rd</sup> September, 2009 and gave evidence that:-

- (i) Grain Bulk Handlers Ltd. was granted the monopoly to handle bulk grains and fertilizer at the Port of Mombasa in 1998 in spite of other interested companies having applied and commenced operations in 2000.
- (ii) The way-leave license to Grain Bulk Handlers Ltd. was granted for eight years without undergoing any tendering process with a restriction locking out other potential investors. The exclusivity period ended on 15<sup>th</sup> February 2008.
- (iii) An expression of interest for tender of second facility was advertised in 2008 but unfortunately on 4<sup>th</sup> October 2008, 3 days prior to the tender documents opening, the tender was cancelled through advertisement.
- (iv) The cancellation of the tender effectively perpetuated the conveyor monopoly in grains and fertilizer at the Port of Mombasa. Grains imports have increased leading to grains ships having to queue because the monopoly holder's inability to cope and the owners of the grains ships slap demurrage charges due to vessel discharge delays. The huge demurrage charges incurred by the importers are being passed to consumers by way of high flour prices.

- (v) The Grain Bulk Handlers Ltd., the monopoly holder charge US\$12.5 per ton which are too expensive, compared to Egypt – US\$4 per ton and South Africa US\$5.80 per ton.
- (vi) The conventional handling method is time consuming and expensive as Kenya Ports Authority is charging US\$ 10 per tonne.
- (vii) The Mombasa Maize Millers has acquired land next to the Port with a view to constructing the grains handling facility within 12 to 18 months.

## **2.2 MINISTRY OF TRANSPORT AND KENYA PORTS AUTHORITY (KPA)**

Hon. Chirau A. Mwakwere, EGH, MP- Minister for Transport accompanied by Mr. G. G. Irungu, Alternate Director, Ministry of Transport; James Mulewa, Managing Director, Kenya Ports Authority; Eng. Joseph Atonga, Chief Operations Manager and Gichiri Ndia, Corporate Services Manager appeared before the Committee on Thursday 10<sup>th</sup> September, 2009 and gave evidence as follows:-

- (i) Kenya Ports Authority initially handled all the commodities at the Port of Mombasa until it became apparent that there was need to privatize certain services like Grain, oil and Soda ash handling due to the inefficiencies experienced.
- (ii) On 24<sup>th</sup> December 1992, KPA allowed M/s Jaffer & Jaffer to build a conveyor system by way of a way-leave agreement between the two parties.
- (iii) In 1994, M/s Jaffer & Jaffer made an application to KPA to commence constructing a grain handling facility and the

Company had changed its name by then to Grain Bulk Handling Ltd. (GBHL).

- (iv) In March 1998, GBHL was allowed to construct an overhead conveyor system for purposes of handling grains at the Port.
- (v) In June 1998, the way-leave agreement was revised to give GBHL rights and privileges of passage on the KPA's strip of land and the right to install, operate and maintain loaders, plant and equipment.
- (vi) On 17<sup>th</sup> December 2002, Kenya Ports Authority entered into an agreement with Grain Bulk Handlers Ltd. (backdated to 15<sup>th</sup> February, 2000), authorizing the latter to undertake bulk handling at the Port of Mombasa for a period of eight years. The discharge was to be done on berths 3 and 4.
- (viii) The Grain Bulk Handlers Ltd. is about three times more efficient than any other player as it handles about 60% of the grains and operates at 48% of the installed capacity which translate to 2.5 million tonnes per year.
- (ix) There is no available land at the Port of Mombasa for a second operator except in Lamu and Ndogo Kundu. The Ministry will advertise for a second operator at the appropriate time.

### **3.0 INSPECTION TOUR OF KENYA PORTS AUTHORITY FACILITIES**

The Committee undertook an extensive inspection tour of Kenya Ports Authority facilities in Mombasa on Thursday 29th October, 2009. The objective of the inspection tour was to:-

- ◆ investigate the viability of a second operator to handle grains at the Port so as to encourage competition which would translate to better prices for the consumer.
- ◆ Acquaint the Committee on the implementation of Kenya Ports Authority Master plan.
- ◆ To see the Grain Bulk Handlers Ltd. facilities at the Port and its monopolistic operations.

### **3.1 MEETING WITH KENYA PORTS AUTHORITY MANAGEMENT**

The Managing Director of Kenya Ports Authority, Mr. James Mulewa informed the Committee as follows:-

- (i) The port of Mombasa has several berths which are used for the following operations:-

Berth 1 and 2 – Cruise Passengers

Berth 3 - Grain Bulk Handling

Berth 4 - initially awarded to Grain Bulk Handlers Ltd. (GBHL) for grain handling as per the contract but the Company did not utilize the berth by the expiry of contract and is currently constructing a conveyor terminal.

Berth 5 – 9 - Other conventional cargo other than grain

Berth 6 - Not operational

Berth 10 - Soda ash

Berth 11 – 14 - Currently being used for container handling

Berth 16 – 18 – Container handling for specifically vegetable and crude oils.

- (ii) Initially KPA undertook all the operations at the Port until it became apparent that there were inefficiencies experienced in handling some of the Commodities at the Port. Consequently, Kenya Ports Authority allowed M/s Jaffer & Jaffer to build a conveyor system by way of a way-leave

agreement between the two parties in December, 1992. In December 2002, Kenya Ports Authority entered into an agreement with GHBL, authorizing the latter to undertake bulk-handling discharge at the Port of Mombasa on berths 3 and 4 for a period of eight years.

- (iii) Berths 11 -14 will be privatized and operated by private investors according to a cabinet approval last year. The project will be headed by a transaction advisor who will advise the Privatization Commission on the best mode of running the Port after the four berths are privatized. The project is also likely to adopt the landlord policy of 'commercializing' the Port, whereby the Government owns all the assets but the operations are handled by the private sector.
- (iv) The landlord policy aims at making the port more efficient in serving the country and its landlocked neighbors Uganda, Rwanda, Democratic Republic of Congo (DRC), South Sudan and Burundi. The move puts the Port of Mombasa in the category of countries on the Continent, which have found it more feasible to separate ownership and operations at the Port. E.g. Djibouti after Dubai Port World took over its management.
- (v) The Kenyan Government hopes that privatization of the Mombasa Port operations will lead to efficiency for the benefit of the major sectors of the economy and the achievement of the goals in vision 2030.
- (vi) According to Kenya Ports Authority Master plan, due to the restrictive nature of the current Port, some facilities will be moved to Dongo Kundu, where there is no infrastructure

development yet. However, the Government is soliciting for funds from various donors in order to end the predicament which leads to the current monopoly and high prices for food stuffs.

- (vi) Kenya Ports Authority is planning to undertake a green field project with a view to creating other port facilities using the unutilized land near the port.

### **3.2 MEETING WITH THE MANAGEMENT OF GRAIN BULK HANDLERS LTD (GBHL)**

Mr. Mohammed Jaffer, Chairman of GBHL informed the committee as follows:-

- (i) GBHL commenced work of grain bulk handling at the port of Mombasa in 2002 after an agreement with Kenya Ports Authority by of a way-leave agreement. The project cost \$25 million while the total assets cost is to the tune of \$60 million.
- (ii) GBHL charge \$12.5 per tonne for conveyor services while Kenya Ports Authority charges \$4 which includes both wharfage and stevedoring services. Therefore, the importer pays a total of \$16 per tonne for the services.
- (iii) The Plant installed capacity is 3 million tonnes per annum. Unfortunately, the plant is operating at 1.2 million tonnes per year and the highest ever experienced was 2 million tonnes. GBHL attributed the failure to reach the target due to poor infrastructure and congestion at the port.
- (iv) GHBL can handle around 14,500 tonnes daily compared to 3,500 tonnes that can be handled by the traditional conventional system. This implies that a vessel offloading



cargo in the conventional system can take four times the period it takes if the conveyor system were used.

- (v) Under normal circumstances, the terminal handles 700,000 tonnes of wheat imported by millers 200,000 tonnes of the World Food Programme and 350,000 tonnes for the Great Lakes region per annum.
- (vi) GBHL had been given exclusive right to handle grains at the Port and following the expiry of this agreement in February, 2008, several players have shown interest in running a similar facility. The millers are particularly keen and on the forefront in pushing for a second terminal. However, this could have detrimental effects on the whole chain process as it could create a monopoly of the worst kind. The millers apparently are also involved in the distribution and own several bakeries in the country.
- (viii) The Port charges would go down if Kenya Ports Authority improves the infrastructure that would translate to maximum capacity utilization which automatically leads to economies of scale and hence lower commodity prices.
- (ix) GHBL management has also shown interest on a fertilizer terminal which the Company is prepared to fund and if given the opportunity and is promising lower prices compared to the current pricing.

### **3.3 MEETING WITH MOMBASA MAIZE MILLERS**

The Director of Mombasa Maize Millers, Mr. Mohammed Islam informed the Committee that:-

- (i) The Company is only involved in milling and importation of both grains and wheat in the country. The Company handles

around 150,000 tonnes per year and contributes to 15% of the market share.

- (ii) Grain bulk Handlers limited charges \$16 per tonne which according to Port users, is too high compared to \$4 charged at the Port of Durban and Cairo. The company expressed its concern that these exorbitant prices may edge out other millers.
- (iii) Despite the cost of handling grains through the traditional conventional method being lower at \$10 per tonne compared to GBHLS's \$12.50, importers eventually pay more because of the freight charges due to increase in discharge days hence delivery delays.
- (iv) The Grain Bulk Handlers Ltd. does not allow other players to use the facility even when the Company is not offloading.

#### **4.0 COMMITTEE'S OBSERVATIONS**

- (i) Both the Ministry of Transport and Kenya Ports Authority clearly asserted in their evidence that the operations that were originally undertaken by KPA were inefficient and needed to be undertaken by the private sector. This led to an eight year way-leave agreement between KPA and Grain Bulk Handlers Ltd. in February 2000 giving the latter rights and privileges of passage on KPA.s strip of land. The agreement also gave GBHL the right to install, operate and maintain loaders, plant and equipment.
- (ii) Kenya Ports Authority applies the following different tariff charges to the Grain Bulk Handlers Ltd. and other service providers at the Port for the same services which does not allow for fair competition.

Other service providers

Stevedoring	-	US\$ 4 per tonne
Wharfage	-	US\$ 5 per tonne

Grain Bulk Ltd.

Stevedoring	-	US\$ 1.50 per tonne
Wharfage	-	US\$ 2.00 per tonne

- (iii) The application of different tariff charges is contrary to Kenya Ports Authority Act (Cap. 391) Section 8(e) which provides that no particular person or body should be given any undue preference or be subjected to any undue disadvantage.
- (iv) There is no operational flexibility to allow for the construction of another conveyor system near Berth 3 due to the limited space and the infrastructural developments thereon.
- (v) There is vast land at Dongo Kundu that could be used for other port operations specifically grain handling in order to curtail the current monopoly but there is no infrastructural development yet in the area.

#### **4.0 COMMITTEE'S RECOMMENDATIONS**

- (i) It is impractical to have another grain handling facility putting into consideration the space and congestion already realized at the present Port, at berths 3 and 4.
- (ii) Any future contract for the handling of grain at the current Port or proposed Dongo Kundu and Lamu Ports should exclude any company that is an importer, miller, wholesaler or retailer of grain. Additionally, one company or its subsidiary should not be given more than one contract to handle grain. This will enable more players to enter the

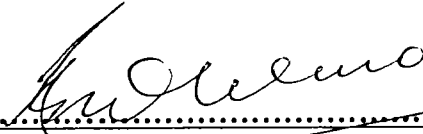
market, increase competition and as a result lead to lower prices of grain.

- (iii) Many players should be encouraged in order to create competition in the grains discharge at the proposed Dongo Kundu and Lamu Ports in order to avoid monopoly that would lead to inefficiency and high cost to the end consumers.
- (iv) There should be both grain and fertilizer handling facilities at the proposed Dongo Kundu and Lamu Ports through a competitive tendering process.
- (v) Kenya Ports Authority should speed up the Implementation of the proposed port construction facility at Dongo Kundu and give an indication of the status of the proposed Lamu Port in view of its Master Plan in order to lower cost of doing business in the East African region.
- (vii) Since Grain Bulk Handling Ltd has a fertilizer license, they should enforce it within twelve months to assist farmers and reduce the cost of food, failure to which the Committee will recommend to the relevant Ministry to revoke the license.
- (viii) In order to address the serious issue of high food prices in general, and maize flour in particular, the government should carry out an in-depth investigation into the cost at each stage of the food chain:-
  - (a) the import or local supply cost;
  - (b) the port handling cost;
  - (c) the milling cost;
  - (d) the wholesale cost; and
  - (d) the retail cost.

**5.0 CONCLUSION**

The Committee recommends that the House adopt its Report on Grains Discharge at the Port of Mombasa. Mr. Speaker Sir, May I take this opportunity to thank all Members of the Committee for their input and valuable contributions during the deliberations.

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**Hon. Chrysanthus Okemo, EGH, MP**

**Chairman**

**Departmental Committee on Finance, Planning & Trade**

**Date ...17/8/2011**

**MINUTES OF THE FIFTEENTH SITTING OF THE DEPARTMENTAL COMMITTEE (F) ON FINANCE, PLANNING AND TRADE HELD ON THURSDAY 3<sup>RD</sup> SEPTEMBER, 2009 IN COMMITTEE ROOM NO. 9, MAIN PARLIAMENT BUILDINGS AT 10.00 A.M.**

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**PRESENT:**

The Hon. Chrysanthus Okemo, M.P. - **Chairman**  
The Hon. (Prof.) Philip Kaloki, M.P. - **Vice Chairman**  
The Hon. Jakoyo Midiwo, MGH, M.P.  
The Hon. Nkoidila Ole Lankas, M.P.  
The Hon. Lucas Chepkitony, M.P.  
The Hon. Shakeel Shabbir, M.P.  
The Hon. Lenny M. Kivuti, M.P.  
The Hon. Sammy Mwaita, M.P.  
The Hon. Ntoitha M'mithiaru, MP

**ABSENT WITH APOLOGY**

The Hon. Musikari Kombo, M.P.  
The Hon. Nelson Gaichuhie, MP

**IN ATTENDANCE:**

**MOMBASA MAIZE MILLERS LIMITED**

Mohamed Islam - Director  
Abdulwahid Islam - General Manager  
Munir Thabit - Finance Manager

**KENYA NATIONAL ASSEMBLY**

Florence Atenyo-Abonyo - First Clerk Assistant/Committee Secretary  
Ann Kariuki - Parliamentary Intern

**MIN. NO. 70/2009**

**MEETING WITH MOMBASA MAIZE MILLERS LTD.**

The Committee was informed that:-

- (i) Grain Bulk Handlers Ltd. was granted the monopoly to handle bulk grains and fertilizer at the Port of Mombasa in 1998 in spite of other

interested companies having applied and commenced operations in 2000.

- (ii) The way-leave license to Grain Bulk was granted for eight years without undergoing any tendering process with a restriction locking out other potential investors. The exclusivity period ended on 15<sup>th</sup> February 2008.
- (iii) An expression of interest for tender of second facility was advertised in 2008 but unfortunately on 4<sup>th</sup> October 2008, 3 days prior to the tender documents opening, the tender was cancelled through advertisement.
- (iv) The cancellation of the tender effectively perpetuated the conveyor monopoly in grains and fertilizer at the Port of Mombasa. Grains imports have increased leading to grains ships having to queue because the monopoly holder's inability to cope and the owners of the grains ships slap demurrage charges due to vessel discharge delays. The huge demurrage charges incurred by the importers are being passed to consumers by way of high flour prices.
- (v) The Grain Bulk Handlers Ltd., the monopoly holder charge 12.5 per ton which are too expensive, compared to Egypt -US dollars 4 per ton and South Africa US dollars 5.80 per ton.
- (vi) The conventional handling method is time consuming and expensive as Kenya Ports Authority is charging US\$ 10 per tonne.

- (vii) The Mombasa Maize Millers has acquired land next to the Port with a view to constructing the grains handling facility within 12 to 18 months.

**MIN. NO. 71/2009**

**COMMITTEE'S OBSERVATIONS**

- (i) After the lapse of the exclusivity period, there is need to open the grain handling business at the Port through tender to allow for competition, which would translate to lower prices for consumers.
- (ii) Kenya Ports Authority applies the following different tariff charges to the Grain Bulk Ltd. and other service providers at the Port for the same services which does not allow for fair competition. (

Other service providers

Stevedoring	-	US\$ 4 per tonne
Wharfage	-	US\$ 5 per tonne

Grain Bulk Ltd.

Stevedoring	-	US\$ 1.50 per tonne
Wharfage	-	US\$ 2.00 per tonne

- (iii) The application of different tariff charges is contrary to Kenya Ports Authority Act (Cap. 391) Section 8(e) which provides that no particular person or body should be given any undue preference or is subjected to any undue disadvantage. (
- (iv) The Kenya Ports Authority should give the berths fairly to all competitors through tender process.

**MIN. NO. 72/2009**

**ADJOURNMENT**

The Chairman adjourned the meeting at One O'clock to a later date.

**Signed .....**

**Chairman)**

**Date .....**



**MINUTES OF THE SIXTEENTH SITTING OF THE DEPARTMENTAL COMMITTEE (F) ON FINANCE, PLANNING AND TRADE HELD ON THURSDAY 10<sup>TH</sup> SEPTEMBER, 2009 IN COMMITTEE ROOM ON 2<sup>ND</sup> FLOOR, CONTINENTAL BUILDING AT 10.00 A.M.**

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**PRESENT:**

The Hon. Chrysanthus Okemo, M.P. - **Chairman**  
The Hon. (Prof.) Philip Kaloki, M.P. - **Vice Chairman**  
The Hon. Jakoyo Midiwo, MGH, M.P.  
The Hon. Musikari Kombo, M.P.  
The Hon. Nelson Gaichuhie, MP  
The Hon. Shakeel Shabbir, M.P.  
The Hon. Sammy Mwaita, M.P.

**ABSENT WITH APOLOGY**

The Hon. Lenny M. Kivuti, M.P.  
The Hon. Ntoitha M'mithiaru, MP  
The Hon. Lucas Chepkitony, M.P.  
The Hon. Nkoidila Ole Lankas, M.P.

**IN ATTENDANCE**

**MINISTRY OF TRANSPORT AND KENYA PORTS AUTHORITY (KPA)**

Hon. Chirau A. Makwere, EGH, MP - Minister for Transport  
G. G. Irungu - Alternate Director, Ministry of Transport  
James Mulewa - Managing Director, Kenya Ports Authority  
Eng. Joseph Atonga - Chief Operations Manager  
Gichiri Ndia - Corporate Services Manager

**KENYA NATIONAL ASSEMBLY**

Samuel Njoroge - Second Clerk Assistant  
Ann Kariuki - Parliamentary Intern

**MIN. NO. 73/2009**

**MEETING WITH THE MINISTER FOR TRANSPORT AND KPA MANAGEMENT**

The Minister informed the Committee that:-

- (i) Kenya Ports Authority initially handled all the commodities at the Port until it became apparent

that there was need to privatize certain service like Grain, oil and Soda ash handling due to the inefficiencies experienced.

- (ii) On 24<sup>th</sup> December 1992, KPA allowed M/s Jaffer & Jaffer to build a conveyor system by way of a way-leave agreement between the two parties..
- (iii) In 1994, M/s Jaffer & Jaffer made an application to KPA to commence constructing a grain handling facility and the Company had change its name by then to Grain Bulk Handling Ltd. (GBHL).
- (iv) In March 1998, GBHL was allowed to construct an overhead conveyor system for purposes of handling grains at the Port.
- (v) In June 1998, the way-leave agreement was revised to give GBHL rights and privileges of passage on the KPA's strip of land and the right to install, operate and maintain loaders, plant and equipment.
- (vi) On 17<sup>th</sup> December 2002, KPA entered into an agreement with GBHL (backdated to 15<sup>th</sup> February, 2000), authorizing the latter to undertake bulk handling at the Port of Mombasa for a period of eight years. The discharge was to be done on berths 3 and 4.
- (vii) The firm is about three times more efficient than any other player as it handles about 60% of the grains and operates at 48% capacity which translate to 2.5 million tonnes per year.
- (viii) There is no available land at the Port of Mombasa for a second operator except in Lamu and Ndogo

Kundu. The Ministry will advertise for a second operator at the appropriate time.

**MIN. NO. 74/2009**

**COMMITTEE'S OBSERVATIONS**

- (i) The Committee noted with concern that the contract expired in 2008 and the Company is still operating at the Port. KPA has since come up with a new agreement authorizing GHBL to continue grain handling indefinitely contrary to Kenya Ports Authority Act (CAP 391).
- (ii) The GBHL is currently charging \$12.5 for conveyor services and this may edge out other companies handling grain like the millers, distributors. Therefore due to monopoly, the Company may end up owning the whole chain process.

**MIN. NO. 75/2009**

**COMMITTEE'S RECOMMENDATIONS**

- (i) A second operator should be given the unutilized berths as this will encourage competition which will translate to better and lower prices for the commodities.
- (ii) KPA should introduce a Clause in the contract that bars monopoly of GBHL to other service like milling, distribution and packaging.
- (iii) The Parliamentary Committee on Implementation should take up the recommendations by the Public Investments Committee with a view to ensuring the implementation of the same.
- (iv) KPA should urgently visit Kibwezi Constituency by end of October, 2009, with a view to analyzing the effect of high operation charges and food prices especially staple food.

- (v) The Committee should undertake an inspection tour of KPA facilities at a later date.

**MIN. NO. 76/2009**

**ANY OTHER BUSINESS**

Members were informed that the Ministry of Environment & Natural Resources is organizing a two-day workshop in Mombasa on environmental degradation, deforestation and climate change for the following committees:-

- (i) DC(A) Agriculture, Livestock & Co-operatives
- (ii) DC(F) Finance, Planning & Trade
- (iii) DC(J) Lands & Natural Resources

**MIN. NO. 77/2009**

**ADJOURNMENT**

The Chairman adjourned the meeting at One O'clock to a later date.

**Signed .....**  
**Chairman)**

**Date .....**

**MINUTES OF THE THIRTY-SECOND SITTING OF THE DEPARTMENTAL COMMITTEE (F) ON FINANCE, PLANNING AND TRADE HELD ON WEDNESDAY 17<sup>TH</sup> AUGUST 2011, IN COMMITTEE ROOM NO. 9 MAIN PARLIAMENT BUILDING AT 10.00 A.M.**

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**PRESENT**

Hon. Chrysanthus Okemo, EGH, M.P. **(Chairman)**

Hon. (Prof.) Philip Kaloki, M.P. **(Vice-Chairman)**

Hon. Jakoyo Midiwo, MGH, M.P.

Hon. Ahmed Shakeel Shabbir, M.P.

Hon. Musikari Kombo, M.P.

Hon. Sammy Mwaita, M.P.

**ABSENT WITH APOLOGY**

Hon. Nelson Gaichuhie, M.P.

Hon. Lucas Chepkitony, M.P.

Hon. Ntoitha M'Mithiaru, M.P.

Hon. Lenny Kivuti, M.P.

Hon. Nkoidila Ole Lankas, M.P.

**IN ATTENDANCE**

**KENYA NATIONAL ASSEMBLY**

Florence Atenyo-Abonyo - First Clerk Assistant

Abduallah Aden - Third Clerk Assistant

**MIN. NO. 146/2011      ADOPTION OF THE REPORT ON GRAINS DISCHARGE**

The Committee adopted its Report on Grains Discharge at the Port of Mombasa.

**MIN. NO. 147/2011      ADJOURNMENT**

The Chairman adjourned the meeting at Eleven O'clock.

Signed .....  
  
**(Chairman)**

Date .....17/8/2011.....