

REPUBLIC OF KENYA



*Paper laid
By Hon Pkosino, Chair
on Wed 4/12/19
[Signature]*

TWELFTH PARLIAMENT- THIRD SESSION

THE NATIONAL ASSEMBLY

DEPARTMENTAL COMMITTEE ON TRANSPORT, PUBLIC WORKS AND HOUSING

REPORT ON THE CONSIDERATION OF THE KENYA ROADS BOARD (AMENDMENT) BILL, 2019

(NATIONAL ASSEMBLY BILL NO. 77 OF 2019)

THE NATIONAL ASSEMBLY PAPERS LAID	
DATE: 04 DEC 2019	DAY: WED
TABLED BY: HON DAVID PKOSINO, CHAIRPERSON	<i>Approved for table</i> <i>4/12/19</i> <i>[Signature]</i> <i>DSNA</i>
CLERK-AT-THE-TABLE: W. NBINDIRI	

DIRECTORATE OF COMMITTEE SERVICES
THE NATIONAL ASSEMBLY
PARLIAMENT BUILDINGS
NAIROBI

DECEMBER 2019

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CHAIRPERSON' S FOREWORD

This report contains the proceedings of the Departmental Committee on Transport, Public Works and Housing on its consideration of the Kenya Roads Board (Amendment) Bill, 2019 (National Assembly Bill No. 77 of 2019), which was read a first time on 20th November, 2019 pursuant to Standing Order 127.

In processing the Bill, the Committee invited comments from the public by placing advertisements in the print media on 27th November, 2019 pursuant to Article 118 of the Constitution. By the time the Committee was considering the Bill, it had received both oral and written memoranda the Bill. The Committee put all the stakeholders' comments into consideration while considering the Bill.

On behalf of the Departmental Committee on Transport, Public Works and Housing and pursuant to the provisions of Standing Order 199 (6), it is my pleasant privilege and honour to present to this House the Report of the Committee on its consideration of the Kenya Roads Board (Amendment) Bill, 2019 (National Assembly Bill No. 77 of 2019).

The Committee is grateful to the Offices of the Speaker and the Clerk of the National Assembly for the logistical and technical support accorded to it during its sittings. The Committee wishes to thank the sponsor of the Bill, Hon. Aden Duale, EGH, M.P. Leader of the majority party, and the stakeholders who responded to the Committee's call for memoranda.

Finally, I wish to express my appreciation to the Honorable Members of the Committee who made useful contributions towards the preparation and production of this report.

It is my pleasure to report that the Departmental Committee on Transport, Public Works and Housing has considered the Kenya Roads Board (Amendment) Bill, 2019 (National Assembly Bill No. 77 of 2019) and has the honour to report back to the National Assembly with the recommendation that the Bill be **approved with amendments**.

HON. DAVID PKOSING, CBS, M.P

EXECUTIVE SUMMARY

The Kenya Roads Board (Amendment) Bill, 2019 (National Assembly Bill No. 77 of 2019), which was published on 17th November, 2019 and read a first time on 20th November, 2019 and thereafter committed to the Departmental Committee on Transport, Public Works and Housing for consideration pursuant to Standing Order 127.

The principal object of this Bill is to amend the Kenya Roads Board (Amendment) Act, 1999. The Bill seeks to exempt development budget and any funds raised through borrowing from the funds allocation formulation specified in the Act. The amendments further give the Kenya Roads Board power to borrow and leverage on the Kenya Roads Fund.

The Committee considered all the submissions before making its recommendation.

1.0 PREFACE

1.1 Mandate of the Committee

The Departmental Committee on Transport, Public Works and Housing is established under Standing Order 216(1) whose mandate, pursuant to the Standing Order 216 (5), is as follows:

- a. investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned Ministries and departments;
- b. study the programme and policy objectives of Ministries and departments and the effectiveness of the implementation;
- c. study and review all legislation referred to it;
- d. study, assess and analyze the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
- e. investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House;
- f. to vet and report on all appointments where the Constitution or any law requires the National Assembly to approve, except those under Standing Order 204 (*Committee on Appointments*);
- g. examine treaties, agreements and conventions;
- h. make reports and recommendations to the House as often as possible, including recommendation of proposed legislation;
- i. make reports and recommendations to the House as often as possible, including recommendation of proposed legislation;
- j. consider reports of Commissions and Independent Offices submitted to the House pursuant to the provisions of Article 254 of the Constitution; and
- k. examine any questions raised by Members on a matter within its mandate.

Further, the Second Schedule to the Standing Orders mandates the Committee to consider matters relating to the following subjects:

- a) Transport;
- b) Roads;
- c) Public works;
- d) Construction and maintenance of roads, rails and buildings;
- e) Air and seaports; and
- f) Housing.

In executing this mandate, the Committee oversees various State Departments, namely:

- i. The State Department of Transport;
- ii. The State Department of Infrastructure;
- iii. The State Department of Housing and Urban Development;
- iv. The State Department of Public Works; and
- v. The State Department of Shipping and Maritime Affairs.

1.1 Committee Membership

The Departmental Committee on Transport, Public Works & Housing was constituted by the House on Thursday 14th December 2017 comprising of the following Members–

Chairperson

Hon. David Pkosing, M.P. CBS
Member for Pokot South Constituency

Jubilee Party

Vice-Chairperson

Hon. Moses Kuria, M.P.
Member for Gatundu North Constituency

Jubilee Party

Members

Hon. Dominic Kipkoech Koskei, M.P.
Member for Soitik Constituency

Jubilee Party

Hon. Peris Tobiko, M.P.
Member for Kajiado East Constituency

Jubilee Party

Hon. Kulow Maalim Hassan, M.P.
Member for Banisa Constituency

Economic Freedom Party (EFP)

Hon. Mugambi Murwithania Rindikiri, M.P.
Member for Buuri Constituency

Jubilee Party

Hon. Samuel Arama, M.P.
Member for Nakuru Town West

Jubilee Party

Hon. Shadrack John Mose M.P.
Member for Kitutu Masaba Constituency

Jubilee Party

Hon. Rigathi Gachagua M.P.
Member for Mathira Constituency

Jubilee Party

Hon. Rehema Dida Jaldesa M.P.
Member for Isiolo County

Jubilee Party

Hon. Savula Ayub Angatia M.P.
Member for Lugari Constituency

Hon. Ahmed Bashane Gaal M.P.
Member for Tarbaj Constituency

Peoples Democratic Party

Hon. David Njuguna Kiaraho M.P.
Member for Ol Kalou Constituency

Jubilee Party

Hon. Johnson Many Naicca M.P.
West Constituency Member for Mumias

Orange Democratic Movement Party

Hon. Tom Mboya Odege M.P.
Member for Nyatike Constituency

Orange Democratic Movement Party

Hon. Suleiman D. Ramadhani M.P.
Member for Msambweni Constituency

Orange Democratic Movement Party

Hon. Ahmed Abdisalan Ibrahim M.P.
Member for Wajir North Constituency

Orange Democratic Movement Party

Hon. Gideon Mutemi Mulyungi M.P.
Member for Mwingi Central Constituency

Wiper Democratic Party

Amani National Congress Party

Hon. Vincent Kemosi Mogaka M.P.
Member for West Mugirango Constituency

Ford Kenya Party

1.2 Committee Secretariat

The Committee is resourced by the following members of the secretariat:-

Ms. Chelagat Tungo Aaron
First Clerk Assistant
Lead Clerk

Mr. Ahmed Salim Abdalla
Second Clerk Assistant

Mr. James Muguna
Research Officer III

Mr. Sydney Lugaga
Legal Counsel I

Mr. Collins Mahamba
Audio Recording Officer

Ms. Mercy Wanyonyi
Legal Counsel I

Ms. Noelle Chelangat
Media Relations Officer

Mr. Abdinasir Moge Yusuf
Fiscal Analyst

Ms. Zainabu Wario
Sergeant at Arms

2.0 CONSIDERATION OF THE KENYA ROADS BOARD (AMENDMENT) BILL, 2019

Clause 1 of the Bill provides for the short title.

Clause 2 of the Bill seeks to amend section 6 of the principal Act to exempt development budget and any funds raised through borrowing from the funds allocation formulation specified in the Act. The amendment further gives the Cabinet Secretary flexibility in funds allocation. The amendment seeks to ensure that reference in the section is made only to the fuel levy and not any other sources of monies for the Fund. This is in order to exempt the development budget and any other funds raised through borrowing from the funds allocation formula stipulated in the Act.

Clause 3 of the Bill seeks to amend section 19 of the principal Act to ensure that the Cabinet Secretary has control over works programmes and payments. The proposed amendment seeks to ensure that annual roads programme funded out of monies appropriated by Parliament or borrowed funds are managed under such terms as prescribed by the Board with the approval of the Cabinet Secretary.

Clause 4 of the Bill seeks to amend section 31(2) of the principal Act to enable the Kenya Roads Board to receive funds from the National treasury. The proposed amendment seeks to include monies appropriated by Parliament as one of the sources of funds of the Kenya Roads Board Fund hence enabling the Board to receive monies appropriated by Parliament.

Clause 5 of the Bill seeks to insert a new section 32A to enable the Kenya Roads Board to borrow and leverage on the Kenya Roads Fund. The proposed amendment seeks to empower the Kenya Roads Board, with the approval of the Cabinet Secretary and the Cabinet Secretary responsible for matters relating to finance, to borrow and leverage on the Fund in order to meet financial demands for road development, rehabilitation and maintenance.

3.0 PUBLIC PARTICIPATION IN THE REVIEW OF THE BILL

Article 118 (1) (b) of the Constitution of Kenya provides as follows:

“Parliament shall facilitate public participation and involvement in the legislative and other business of Parliament and its Committees”

Standing Order 127(3) provides as follows-

“The Departmental Committee to which a Bill is committed shall facilitate public participation and shall take into account the views and recommendations of the public when the Committee makes its recommendations to the House”

In line with the Constitution and Standing Orders, the National Assembly in the local daily newspapers of Wednesday 27th November, 2019 invited the public to make representations on the proposed amendments in the Bill as per annexure 2 of the report. Several members of the public either individually or representing institutions and organizations submitted their views to the Committee by way of written and oral submissions. By end of business Monday 2nd December, 2019 the Committee had not received any written submissions from the Public.

The Committee received both written and oral submissions on the proposed amendments to the Traffic Act, Cap 407 from the Ministry. The written submissions received are contained in Annexure 3 of the report.

3.1 Submission by Stakeholders

3.1.1 The Ministry of Transport, Infrastructure, Public Works, Housing and Urban Development

1. Introduction

1. The budgetary allocations from the National Treasury are not sufficient to complete the on-going road rehabilitation works and clear pending bills.
2. The National Trunk Roads need a total sum of Kshs. 667 Billion to complete the on-going road rehabilitation works and clear pending bills as at 31st October 2019.
3. In addition, the National Trunk roads need Kshs. 100 Billion annually for maintenance.
4. The current allocations to the road sector stand at Kshs. 60 Billion from the Fuel Levy and Kshs. 65 Billion from the National Treasury annually.
5. With these allocation the road sector needs approximately ten (10) years to complete the on-going works and maintenance of about fifty 50% of the road network annually as analysed below.

The situation is not tenable considering its huge negative impact on the country and the society at large.

2. Recommendation

- i. KRB has successfully managed the Road Maintenance Levy Fund over Twenty (20) years and is therefore well positioned to lead the issuance of a Road Bond
- ii. KRB recommends issuance of a Road Development Bond to complete on-going works in at least Three (3) years.
- iii. The Fuel levy will continue to be used for road maintenance to ensure accessibility and to protect the current investment
- iv. The annual National Treasury allocation of Kshs. 65 Billion to finance the Road Development Bond
- v. Kshs. 65 Billion annually could secure a financing of about Kshs. 360 Billion issued in tranches.
- vi. The Road Development Bond offers the National Government an off-balance sheet solution that will not have an impact on debt sustainability.
- vii. In 2016, KRB undertook preparatory works for market sounding for an infrastructure bond.
- viii. Draft Information memorandum received rating of AAA from Global Credit Rating (SA).

3. Requirements to Actualized Road Development Bond

- (a) The Cabinet Secretary submitted amendments to the KRB Act to do the following:
 - (i) Give KRB **powers to borrow**;
 - (ii) Enable KRB to receive all development funds for the road network for the National Government;
 - (iii) Exempt Development Fund and any Funds borrowed from the fuel levy from the allocation criteria stipulated in Section 6 of the KRB Act;
 - (iv) Give powers to the Cabinet Secretary to set aside a fund that will be leveraged to secure additional funds;
 - (v) Review the funds allocation criteria stipulated in Section 6 (2)(d) to provide for a maximum as opposed to the current minimum to give the Cabinet Secretary flexibility; and
 - (vi) Give KRB powers to manage works programmes and payments out of the funds raised through the bonds to give the investors' confidence.
- (b) Lock-in the current portfolio of road sector projects.
- (c) Empower KRB to prepare a programme of issuance of Bonds annually based on the expected Payment/cashflows.
- (d) Empower the National Treasury to assist KRB to structure the Bond and other instruments necessary to issue a successful Bond.

4. REQUEST

The Kenya Roads Board is adequately prepared to issue a Bond and has in the past engaged various banks leading to various financing options analysis studies. KRB therefore **requests approval to proceed with the above recommended solution** to enable it **issue a Road Development Bond as soon as possible.**

Below are the proposed amendments to the KRB Act to facilitate the process.

PROPOSED AMENDMENTS

No.	Strategic Issues	Section	Proposed Amendments	Objects and Reasons
1	Powers to Borrow and set aside a fund to secure repayments	S. 32	<p><i>(1) The Board may with the approval of the Cabinet Secretary and the Cabinet Secretary for National Treasury borrow such monies as may be required by it for proper discharge of its functions under this Act.</i></p> <p><i>The Board may in consultation with the Cabinet Secretary and with the approval of the Cabinet Secretary for National Treasury, where it may be necessary to meet the financial demands for road development, rehabilitation and maintenance set aside a portion of the Fund for purposes of securing additional funding</i></p>	<p>The amendments gives express powers to Kenya Roads Board to borrow.</p> <p>It further gives the Board powers to leverage the Fund</p>
2	Development Budget	31(2)	<p>Add the following new subsection</p> <p><i>(a) “all monies allocated to the National Government from the Consolidated Fund for development, rehabilitation and maintenance of roads.</i></p>	<p>The amendments enables KRB to receive funds from the National Treasury</p>



No.	Strategic Issues	Section	Proposed Amendments	Objects and Reasons
3	Allocation of funds	Section 6(2)(d) Section 6(2)(d) (i), (iii) (iv), (v) 6 (2) (j)	Delete all the words from the words Fund or any other source available to the Boardand replace therefore with fuel levy Delete the word Fund ... immediately after the words from the.... And replace therefore with the words... fuel levy	The amendment will exempt development budget and any funds raised through borrowing from the funds allocation formula stipulated in the Act
4	Allocation Flexibility	Section 6(2)(d)	Section 6(2)(d) is amended as follows;- <i>“ delete the word ...not less than ... immediately after the words and that ...and replace therefore with the wordsnot more than...”</i>	The amendment provides the Cabinet secretary flexibility in funds allocation.
5	Management of Works programmes on borrowed funds	Section 19	Insert the following new section after section 19(5) <i>(6)All road works programs funded out of any funds received from the national treasury and road development bond shall be managed under such terms and conditions as the Board with the approval of the Cabinet Secretary may direct.</i>	This is to ensure that the Cabinet Secretary has control over works programmes and payments. It will also give investors confidence

- **Note: KRB has powers to make rules. Rules for the management of Funds raised from the Bonds would then be developed and approved by The Cabinet Secretary**

4. CLAUSE BY CLAUSE CONSIDERATION OF THE BILL

This part deals with the clause by clause consideration of the Bill by the Committee after taking into consideration the views of the aforementioned stakeholders.

4.1 Clause 1

Clause 1 provides for the short title of the Bill.

4.1.1 Committee's Observation and Recommendation on Clause 1

The Committee observed that there was no stakeholder comments on the clause.

The Committee recommended that the clause be agreed to with the following amendment.

CLAUSE 1

THAT Clause 1 of the Bill be amended by inserting the words “and shall come into operation on the assent” immediately after the number “9”.

Justification

The effect of the amendment is that the Bill shall come into operation on the day of assent by the President. The justification is that immediate operation of the Act will empower the Kenya Roads Board to commence preparatory work for issuance of a Road Development Bond.

4.2 Clause 2

CLAUSE 2

“Section 6 of the Kenya Roads Board Act, (in this Act referred to as “the principal Act”), is amended in subsection (2) (d)—

- (a) in the prefatory statement by deleting the words “Fund or from any other source available to the Board” and substituting therefor the words “fuel levy”;
- (b) in subparagraph (i) by deleting the word “Fund” appearing immediately after the words “monies from the” and substituting therefor the words “fuel levy”;
- (c) in subparagraph (iii) by deleting the word “Fund” and substituting therefor the words “fuel levy”;
- (d) in subparagraph (iv) by deleting the word “Fund” and substituting therefor the words “fuel levy”; and
- (e) in subparagraph (v) by deleting the word “Fund” and substituting therefor the words “fuel levy”.”

Analysis

Clause 2 of the Bill seeks to amend section 6 of the principal Act to exempt development budget and any funds raised through borrowing from the funds allocation formulation specified in the Act. The amendment further gives the Cabinet Secretary flexibility in funds allocation. The amendment seeks

to ensure that reference in the section is made only to the fuel levy and not any other sources of monies for the Fund. This is in order to exempt the development budget and any other funds raised through borrowing from the funds allocation formula stipulated in the Act

4.2.1 Committee’s Observation and Recommendation on Clause 2

4.3 Clause 3

CLAUSE 3

Section 19 of the principal Act is amended by inserting the following new subsection immediately after subsection (5)—

“(6) Every annual roads programme funded out of any monies appropriated by Parliament or borrowed funds, shall be managed under such terms and conditions as the Board, with the approval of the Cabinet Secretary, may direct.”

Analysis

Clause 3 of the Bill seeks to amend section 19 of the principal Act to ensure that the Cabinet Secretary has control over works programmes and payments. The proposed amendment seeks to ensure that annual roads programme funded out of monies appropriated by Parliament or borrowed funds are managed under such terms as prescribed by the Board with the approval of the Cabinet Secretary.

4.3.1 Committee’s Observation and Recommendation on Clause 3

The Committee recommended that the clause be agreed to with the following amendment—

CLAUSE 3

Clause 3 of the Bill be amended in section 19 by deleting the proposed new subsection (6) and substituting the following new subsection—

“(6) (a) Every annual roads programme funded out of any monies whether borrowed or appropriated by the National Assembly shall be managed as approved by the National Assembly.

(b) The Board shall manage the annual roads programme under paragraph(a) under the directions of the Cabinet Secretary.”

Justification

The amendment is a deletion and substitution whose effect is to ensure that the Kenya Roads Board obtains approval from the National Assembly to use any money appropriated or borrowed for implementation of the annual roads programme.

4.4 Clause 4

Section 31 of the principal Act is amended in subsection (2) by inserting the following new paragraph immediately after paragraph (d)—

“(e) such monies as may be appropriated by Parliament for the development, maintenance and rehabilitation of roads.”

Analysis

Clause 4 of the Bill seeks to amend section 31(2) of the principal Act to enable the Kenya Roads Board to receive funds from the National treasury. The proposed amendment seeks to include monies appropriated by Parliament as one of the sources of funds of the Kenya Roads Board Fund hence enabling the Board to receive monies appropriated by Parliament.

4.4.1 Committee’s Observation and Recommendation on Clause 4

The Committee recommended that the clause be agreed to with the following amendment.

CLAUSE 4

THAT Clause 4 of the Bill be amended in section 31 by inserting the following new paragraph immediately after subsection (2)—

- “(2A) The National Assembly shall ensure that –
- (a) not more than ten percent of the monies appropriated under subsection (2)(e) are allocated for maintenance of roads to be administered by the Kenya Rural Roads Authority.
 - (b) not more than eighteen percent of the monies appropriated under paragraph (a) are allocated for research and standardization, capacity building, and monitoring and evaluation, to be administered by the Principal Secretary responsible for matters relating to roads.”

Justification

The amendment is a deletion and substitution. The effect of the amendment is to ensure that ten percent of the monies that are appropriated by the National Assembly are allocated for maintenance of roads to be administered by the Kenya Rural Roads Authority.

4.5 Clause 5

Clause 5 of the Bill seeks to insert a new section 32A to enable the Kenya Roads Board to borrow and leverage on the Kenya Roads Fund.

“(3) The Board may, with the approval of the Cabinet Secretary, make regulations for the better carrying out of its functions under this section.”

Analysis

Clause 5 of the Bill seeks to insert a new section 32A to enable the Kenya Roads Board to borrow and leverage on the Kenya Roads Fund. The proposed amendment seeks to empower the Kenya Roads Board, with the approval of the Cabinet Secretary and the Cabinet Secretary responsible for matters relating to finance, to borrow and leverage on the Fund in order to meet financial demands for road development, rehabilitation and maintenance

4.5.1 Committee’s Observation and Recommendation on Clause 5

The Committee recommended that the clause be agreed to with the following amendments–

CLAUSE 4

THAT Clause 5 of the Bill be amended in the proposed new section 32A–

(a) in subclause (1), by inserting the expression “(1)” immediately after the expression 32A

Justification

The amendment is an insertion to ensure correct referencing of the proposed new subsection 32(1).

(b) in subclause (2), by deleting the words “road development, rehabilitation and maintenance” and substituting therefor the words “maintenance, rehabilitation and development of roads” appearing immediately after the words “demand for”

Justification

The amendment is a deletion and substitution. The amendment enhances clarity to by using the correct sequencing of words used throughout the Kenya Roads Board Act.

(c) by deleting subclause (3) and substituting therefor the following new sub clause–

“(3) The Cabinet Secretary shall make regulations for the better carrying out of this section.”

Justification

The amendment is a deletion and substitution. The amendment empowers that the Cabinet Secretary makes regulations relating to borrowing under the proposed new section 32A and not the Board as was in the original Bill.

5.0 GENERAL OBSERVATIONS

The Committee made the following observations during the consideration of the Bill.

The Committee observed that:

1. The budgetary allocations from the National Treasury are not sufficient to complete the on-going road rehabilitation works and clear pending bills.
2. The Bill is necessary to enable the Kenya Roads Board to raise money to complete the stalled projects through the issuance of a Bond.
3. There was a need to amend Clause 1 of the Bill to provide for immediate operation of the Act will empower the Kenya Roads Board to commence preparatory work for issuance of a Road Development Bond.
4. There was a need to amend Clause 3 of the Bill to provide for oversight by the National Assembly of monies to be borrowed or appropriated for implementation of the annual roads programme.
5. There was a need to amend Clause 4 of the Bill is to ensure that ten percent of the monies that are appropriated by the National Assembly are allocated for maintenance of roads to be administered by the Kenya Rural Roads Authority to prevent crippling the operations of the Authority.
6. There was a need to amend Clause 5 of the Bill to empower that the Cabinet Secretary to makes regulations relating to borrowing under the proposed new section 32A.

6.0 COMMITTEE RECOMMENDATION

The Committee considered the Clauses of the Bill, Submissions from the public and stakeholders together with the relevant provisions of the Constitution, Standing Orders and resolved to pass the Bill with Amendments during Committee Stage.

The Committee, having considered the Bill clause by clause proposes that the Bill be passed subject to the inclusion of the proposed amendments

SIGNED  DATE..... 03/12/2019.....

HON. DAVID PKOSING, CBS, M.P

CHAIRPERSON




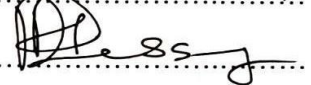





DEPARTMENTAL COMMITTEE ON TRANSPORT PUBLIC WORKS AND HOUSING

7.0 LIST OF ANNEXURES

- Annexure 1:** Minutes of Committee sittings on the consideration of the Bill
- Annexure 2:** Newspaper advertisement inviting the public to submit memoranda on the Bill
- Annexure 3:** Written submission received from stakeholders following newspaper advertisement

8.0 Adoption of the Report

We, the members of the Departmental Committee on Transport, Public Works and Housing have today 3rd December, 2019 adopted this Report on the Traffic (Amendment) Bill, 2019 (National Assembly Bill No. 28 of 2019), for consideration and approval by the House Pursuant to Standing Order 199.

1. Hon. David Pkosing, M.P.CBS-Chairperson 
2. Hon. Moses Kuria, M.P. -Vice Chairperson
3. Hon. Samuel Arama, M.P. 
4. Hon. Johnson Many Naicca, M.P. 
5. Hon. Peris Pesi Tobiko, M.P. 
6. Hon. Savula Ayub Angatia, M.P.
7. Hon. Suleiman Dori Ramadhani, M.P.
8. Hon. Ahmed Abdisalan Ibrahim, M.P.
9. Hon. Ahmed Bashane Gaal, M.P.
10. Hon. David Njuguna Kiaraho, M.P. 
11. Hon. Dominic Kipkoech Koskei, M.P. 
12. Hon. Gideon Mutemi Mulyungi, M.P.
13. Hon. Kulow Maalim Hassan, M.P.
14. Hon. Mugambi M. Rindikiri, M.P. 
15. Hon. Rehema Dida Jaldesa, M.P.
16. Hon. Rigathi Gachagua, M.P. 
17. Hon. Shadrack John Mose, M.P.
18. Hon. Tom Mboya Odege, M.P. 
19. Hon. Vincent Kemosi Mogaka, M.P. 