

REPUBLIC OF KENYA



**REPORT OF THE NATIONAL ASSEMBLY
PAPERS LAID**

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THE AUDITOR-GENERAL

ON

**RAILWAY DEVELOPMENT LEVY FUND
(HOLDING ACCOUNT)**

**FOR THE YEAR ENDED
30 JUNE, 2025**

STATE DEPARTMENT FOR TRANSPORT



STATE DEPARTMENT FOR TRANSPORT

RAILWAY DEVELOPMENT LEVY FUND (HOLDING ACCOUNT)

ANNUAL REPORT AND FINANCIAL STATEMENTS

FOR THE FINANCIAL YEAR ENDED

JUNE 30, 2025

Prepared in accordance with the Accrual Basis of Accounting Method under the International Public Sector Accounting Standards (IPSAS)

*STATE DEPARTMENT FOR TRANSPORT
RAILWAY DEVELOPMENT LEVY FUND (HOLDING ACCOUNT)*
Annual Report and Financial Statements
for the year ended June 30, 2025

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1. Acronym and definition

RDLF – Railway Development Levy Fund

PFM Act -Public Finance Management Act

AIA –Appropriation in Aid .

IPSAS- International Public Sector Accounting Standards.

SGR -Standard Gauge Railway.

MGR-Metre Gauge Railway.

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2. Key Entity Information and Management

(a) Background information

Railway Development Levy Fund was set up on 5th July 2013, by Gazette Supplement No. 99. The regulations may be sited as customs and exercise (Railway Development Levy Fund) Regulations 2013. The Fund consists of:

1. The proceeds of Railway Development Levy charges under Section 117A of the customs and excise Act
2. Grants or donations made to the fund and
3. Any income generated from the proceeds of the fund

Proceeds from foreign borrowings (A.I.A)

The key objective and purpose of the Fund shall be to provide funds for the construction of the Standard Gauge Railway network in order to facilitate the transportation of goods.

(b) Principal Activities

The principal activity/mandate of the Fund is to provide funds for the construction of the Standard Gauge Railway network in order to facilitate the transportation of goods.

(c) Fund Administration Committee

The officer administering the Fund is the Principal Secretary responsible for matters relating to transport. According to Sec 207(1)d of PFM act of 2012 the administration cost of the fund shall be a maximum of three (3%) percent of the approved budget of the fund.

(d) Key Management

No.	Designation	Name
1	Fund Manager/ Administrator	Mr. Mohamed Daghar
2	Fund Coordinator	Dr. Duncan G Hunda
3	Fund Accountant	CPA. Odongo Kennedy

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(e) Fiduciary Oversight Arrangements

The Fiduciary oversight during the year rested with the Budget Implementation Committee, the Public Accounts Committee of the National Assembly and the Development Partners.

(f) Registered Offices

The fund headquarters offices are:

Transcom Building
P.O. BOX 30007-00100
Upper hill
Nairobi, Kenya

(g) Fund Contacts

The following are the fund contacts

Telephone: (254) 20 338111
E-mail: ps@transport.go.ke
Website: www.transport.go.ke

(h) Fund Bankers

Central Bank of Kenya
Haile Selassie Avenue
P.O. BOX 60000
City Square 00200
Nairobi, Kenya.

(i) Independent Auditors

Auditor - General
Office of The Auditor General
Anniversary Towers, University Way
P.O. Box 30084
GPO 00100
NAIROBI, KENYA

(j) Principal Legal Adviser

The Attorney General
State Law Office
Harambee Avenue
P.O. Box 40112
City Square 00200
Nairobi, Kenya

3. Fund Administration Committee



Dr. Chris K. Kiptoo, CBS

**The Principal Secretary, The National Treasury
RDLF Advisory Committee chairman**

Dr. Chris Kiptoo is the Principal Secretary, The National Treasury. He was appointed Principal Secretary by President William Samoei Ruto on 1st December 2022. Since his appointment, Dr Kiptoo has been at the forefront in implementing Fiscal consolidation, debt management including the Eurobond, expenditure rationalization, revenue mobilization as well as reform of state-owned enterprises (SOEs).

Dr. Kiptoo is the immediate former Principal Secretary, Ministry of Environment and Forestry. Before that, he also served as a Principal Secretary at the State Department of Trade, Ministry of Industry, Trade & Cooperatives.

In his working career, Dr. Kiptoo has acquired a rich wealth of experience in economic policy analysis, mainly gained at the Central Bank of Kenya, Capital Market Authority and the International Monetary Fund, where he has served in various capacities. His expertise especially relates to the design and implementation of monetary policy; balance of payments and exchange rates; fiscal operations and policy; financial sector matters including capital markets; national accounts/real sector and macroeconomic accounting, and modelling and forecasting.

Additionally, Dr. Kiptoo has proven experience in environment and climate change policies, trade policy and regional integration, private sector development and advocacy, infrastructure development, institutional development of Government institutions and organizational management, all mainly gained at the Ministry of Environment and Forestry, State Department of Trade as well as Trade Mark East Africa.

Noteworthy, he also has four years of experience in economic policy coordination gained while working at the then Office of the Prime Minister.

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Mohamed Daghar, CBS- Principal Secretary,

State Department for Transport.

RDLF Advisory Fund Administrator.

Mr. Mohamed Daghar was appointed the Principal Secretary, State Department for Transport in the Ministry of Roads and Transport on 2nd November 2022. Mr. Daghar is a holder of Masters in Peace, Conflict and Development studies from Universitat Jaume I, Spain and BA International Relations from United States International University, Kenya. He has wealth of experience in safety and security matters. In his tenure, he is expected to steer the State Department to successfully implement mass transit system in Nairobi, develop and improve airports and airstrips, seaport and inland water ports, Nairobi Railway City, the Standard Gauge Railway and multimodal transport corridors in addition to revitalization of road transport services and safety among other projects of strategic national importance. He is responsible for the Transport Policy formulation and execution, development of regulatory framework for transport sector, oversee implementation of various transport programmes and projects designed to realize efficient, reliable and seamless transport connectivity envisioned in vision 2030 under Road, Rail and Maritime modes of Transport.



Eng. Joseph Mbugua

Principal Secretary State Department of Roads

RDLF Advisory Committee Member.

Eng. Joseph Mbugua is the Principal Secretary State Department of Roads Prior to his appointment He was the Kenya Rural Roads Authority (KeRRA) Regional Director in Kiambu. He served in the same capacity in various regions in Kenya and also worked in the Ministry of Roads in various stations. As the Principal Secretary in charge of Roads, he is responsible for facilitating the development of National Roads Development Policies, Development Standardization and Maintenance of roads in the country, Materials Testing and Advice on Usage and quality of road construction, protection of road reserves, maintenance of security of roads and registration of Road Contractors. Under his purview, he also superintends over the Kenya Roads Board (KRB), Kenya National Highways Authority (KeNHA), Kenya Urban Roads Authority

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(KURA), Kenya Rural Roads Authority (KeRRA), Kenya Institute of Technology, Kenya Institute of Highways and Building Technology (KIHBT) and Engineers Board of Kenya (EBK) and the Motor Vehicle Department. Eng. Mbugua is a registered professional Engineer with Engineers Board of Kenya (EBK) and a Corporate Member of the Institution of Engineers of Kenya (MIEK). He holds a BSC in Civil Engineering from University of Nairobi. He is a Strategic Manager who has successfully risen in ranks to be a highly capable change-agent consistently refining and revitalizing strategies, initiating changes and facilitating solutions driven by team collaboration within the Public Sector. He is extensively trained in Strategic Leadership Development, Senior Management, Highway Development Management, Contract Management, Labour Based Road Construction and Maintenance, Quality Management Systems and Master Certificate in Project Management. He has valuable experience in policy formulation, planning, design, construction and management of projects and programs gained from his working experience in Public Service for over 30 years. He is an Executive Member of the Board of Management for Thogoto Teachers College, Moi Girls Kamangu Secondary School and Kikuyu Township Primary School.



**Mr. Philip J. Mainga, EBS
Managing Director.**

RDLF Advisory Committee Secretary.

Mr. Philip Mainga has over 20 years of experience in planning and research within the public transport sector. He holds a Master's degree in Project Planning and Management from the University of Nairobi and a Bachelor of Arts degree in Economics, Planning, and Research. Mr. Mainga has served in various capacities within Kenya Railways, including General Manager, Business and Operations, and Corporate Planning and Research Manager, prior to his appointment as Managing Director.

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Dr. Duncan Hunda

**Secretary, Transport Policy, Planning, Finance and Coordination
State Department of Transport.**

Dr. Duncan Hunda is currently serving as Secretary, Transport Policy, Planning, Finance and Coordination of State Corporations in the State Department of Transport. He has over 25 years of Public Sector experience. He is a Certified Public Accountant and a Member of ICPAK. Dr. Hunda holds a Doctorate Degree (PhD) in Finance from SMC University, Switzerland, a Master of Arts in International Finance from North London University, UK, and a Bachelor's Degree in Economics and Statistics from University of Nairobi.



**CPA Odongo Kennedy
Fund Accountant.**

CPA. Odongo Kennedy Sixteen years' experience in Public Finance Management with background in Financial Accounting, statutory reporting, financial statement preparation, and data analysis. With excellent leadership, communication skills combined with strategic planning skills.

He holds a master's Degree in Business Administration (Finance option), Bachelor's Degree in Business Management, a member of ICPAK and ISACA In good standing. He is Assistant Accountant General with the state department of transport responsible for overseeing the administration of the fund backed, coordination and operational in the accounting department.

He is an alternate board member to Principal secretary State Department for Transport in Numerical Machining complex Limited and Tourism Promotion Fund -Board Member transport.

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4.Statement of Performance against Fund's Predetermined Objectives

The set targets in the year were mainly to complete the SGR Project related projects/activities, support the SGR operations and undertake associated projects and activities to enhance the SGR service. The status of the achievements is as shown below;

Programme	Key Output	Key Performance Indicators	PLANNED TARGET	ACHIEVED TARGET	Remarks
			2024/25	2024/25	
Railway Development Levy Fund					
	DELIVERY OF THE SGR PHASE 1 PROJECT	Complete Relocation of Public Institutions	100	95%	22 out of 25 institutions completed and handed over. Remaining 3 at various implementation stages.
		Payment to PAPs for Land Acquired	100	0	NLC completed reconciliation. Payments to resume in the subsequent year
		Acquisition of East Africa Portland Land	100	100	Land Acquired
		% Survey and Tilting of SGR Phase 1 Land	100	50	KR Professional Consultant are still undertaking titling of the SGR Phase 1 Corridor to issue KR with documents of title.
	DELIVERY OF THE SGR PHASE 2A PROJECT	% Completion of Land Acquisition	100	100	This was achieved as KR acquired the whole corridor and

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					availed vacant possession to the Contractor
		% Implementation of the SGR Unified Security System	100%	98%	Installation of the unified security system at 98%.
	Support Operations and maintenance of SGR	Pending bills settled	100%	100%	The targeted settlement of pending bills achieved. Kshs 5.3 B were settled
	Additional infrastructure for effective operationalization of SGR	Construction of Truck Parking Lot/Marshalling Yard and Naivasha ICD	100%	100%	Construction completed
		Putting up a Bonded Customs Facility at Bomaline Yard	100%	100%	Kenya Railways Transit Shed was established and in operational however there are pending works on the yard
		Construction of Access Road to Suswa SGR Station and Access Road to Maai Mahiu SGR Station	100%	85%	Project under implementation by Kenya Urban Roads Authority (KURA) on behalf of Kenya Railways – on going
		Purchase of MGR Locomotives	100%	100%	The 3 locomotives 9705, 9706 & 9707 were delivered, tested and

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					commissioned on 29/04/2025
		Procurement of 500 No. SGR flat wagons	100%	100%	500 wagons already commissioned.
		Procurement of 20 No SGR passenger coaches	100%	100%	All 20 coaches delivered
		Acquisition of ICT-SAP ERP system Phase II	30%	58%	Phase I fully implemented Phase II is 58% complete
		Construction of Miritini MGR station - Mombasa Terminus MGR link	100%	100%	<ul style="list-style-type: none"> • Projected completed. • Project is under Defects Notification Period (DNP) until October 30, 2025.
		Construction of Cargo Handling and associated Works at Malaba Yard	100%	100%	Construction completed and facility operational

.Management Team

As per The Customs and Excise (Railway Development Levy Fund) Regulations, 2013, there is an Advisory Committee that oversee the management of the Fund. The Committee consist of;

- (a) The Principal Secretary responsible for matters relating to finance who is the chairperson;
- (b) The Principal Secretary responsible for, matters relating to transport;
- (c) The Principal Secretary responsible for matters' relating to infrastructure; and
- (d) The Managing director of the Kenya Railways Corporation appointed under section 5 of the Kenya Railways Corporation Act, Cap. 397.

The functions of the Advisory Committee are as follows;

- (a) To review and approve the annual work programmes and cost estimates; and
- (b) To oversee the management of the Fund and advise the Cabinet Secretary generally on the operations of the Fund.

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5. Report of the Fund Administrator

Economic Overview

The performance of Kenya's rail sub-sector is linked to macroeconomic dynamics, which directly affect the Corporation's operational and financial outcomes. In FY2024/25, the economy operated under a mixed macroeconomic environment marked by both global and domestic factors that shaped the performance of rail freight and passenger services.

On the global front, the economy experienced threats of disruptions in key trade routes due to instability in the Gulf region and temporary supply chain interruptions during the Chinese Lunar New Year festivities, which influenced freight logistics and shipment patterns. However, stable oil and fuel prices offered relief to transport and logistics operations by curbing energy-related cost pressures. Additionally, the strengthening of the Kenyan Shilling against major global currencies provided macro-stability, which supported both rail operating costs and foreign-denominated financial obligations.

Domestically, Kenya's economy grew by 4.7%, a slight decline from the 5.7% recorded in FY2023/24. The exchange rate stabilized at Kes 129.34 per USD, an improvement from Kes 140.50 in the prior year. This appreciation had a positive impact on the Corporation's financial position, particularly in the servicing of dollar-denominated loans, including payments related to SGR infrastructure. As a result, Kenya's debt repayment to China reduced by 15.3%, from Kes 152.69 billion in June 2024 to Kes 129.34 billion in June 2025.

In addition, inflation eased from 4.6% in June 2024 to 3.8% in June 2025, enhancing consumer purchasing power. This macroeconomic stability likely contributed to a modest uplift in demand for rail freight services across the network.

Port throughput, a key indicator for rail freight performance, grew by 3% from 36,078,959 tonnes in FY2023/24 to 37,311,923 tonnes in FY2024/25. Kenya Railways maintained a 25% market share of port throughput, reflecting the Corporation's stable position in supporting inland cargo evacuation and logistics efficiency.

Business and Operations Performance and Sustainability

Against this macroeconomic background, the following section presents a detailed performance analysis of Kenya Railways' core business areas—freight and passenger transport on the Standard Gauge Railway (SGR) and Meter Gauge Railway (MGR), training and capacity building through the Railway Training Institute (RTI), and commercial management of the Corporation's property and investment portfolio. It offers a comprehensive year-on-year review of transport volumes, academic activities at RTI, and revenue performance from land and property assets.

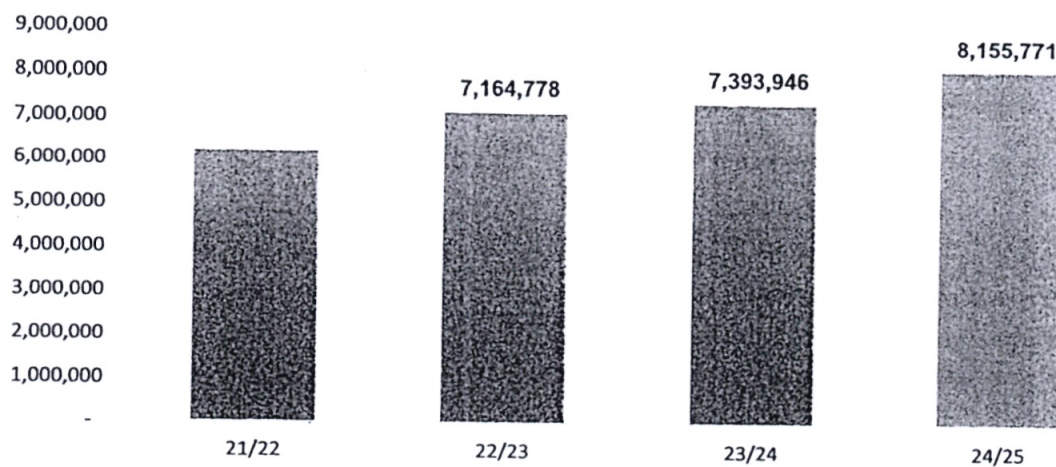
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Freight Performance (SGR and MGR)

The Corporation continues to maintain a steady increase in freight haulage achieving a compounded annual growth rate of 10%, which was mainly buoyed by gradual expansion of haulage capacity, improved operational efficiency, onboarding of new clients, intense marketing and close working relationship with key stakeholders including government agencies and shipping lines.

In the financial year 2024/25, Kenya Railways moved a total freight volume of 8,155,773 tonnes, achieving 84% of the annual target of 9,745,011 tonnes. This performance reflects a 10.3% increase compared to the 7,393,946 tonnes moved in FY2023/24, as illustrated in the figure below.

Figure 1: Freight Performance 2021/2022- 2024/2025.

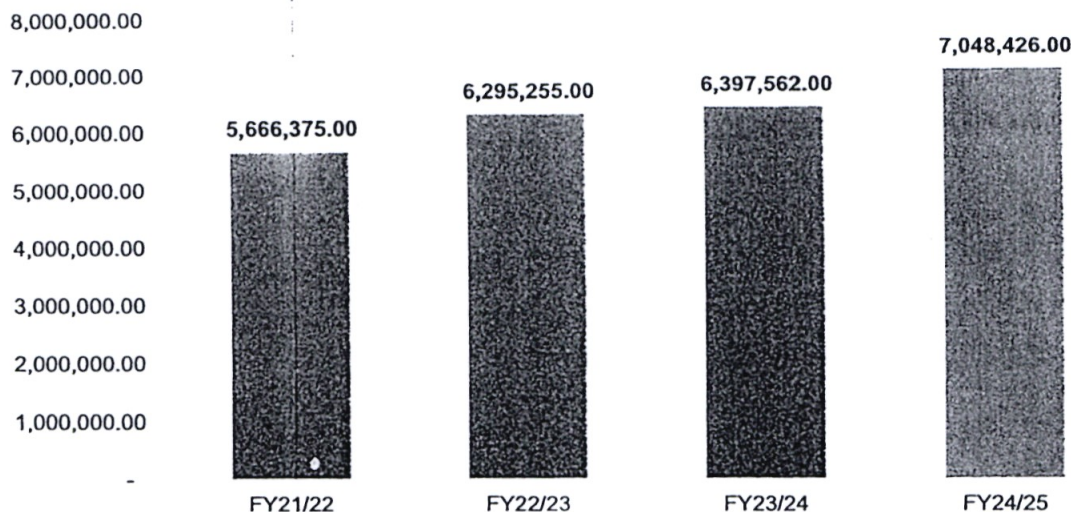


SGR Freight Performance.

SGR freight haulage has continued to demonstrate consistent year-on-year growth, recording a compound annual growth rate of 8% from FY2021/22 to FY2024/25. In the year under review, SGR transported 7,048,426 tonnes of freight, achieving 84% of the annual target of 8,452,199 tonnes. This performance marks an increase of 650,864 tonnes (10.2%) compared to the 6,397,562 tonnes moved in FY2023/24, as illustrated in the figure below.

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Figure 2: SGR Freight Performance FY2021/2022 - FY2024/2025



The improved performance of SGR freight services during the FY2024/25 period can be attributed to the implementation of key strategic management interventions. These included:

Enhanced collaboration with key stakeholders, notably with the Kenya Ports Authority (KPA), to streamline freight evacuation processes at the Port of Mombasa.

Investment in additional rolling stock infrastructure, which expanded the system’s freight haulage capacity and improved operational efficiency.

Establishment of new rail loading yards within the port precincts to facilitate faster loading and offloading of conventional cargo.

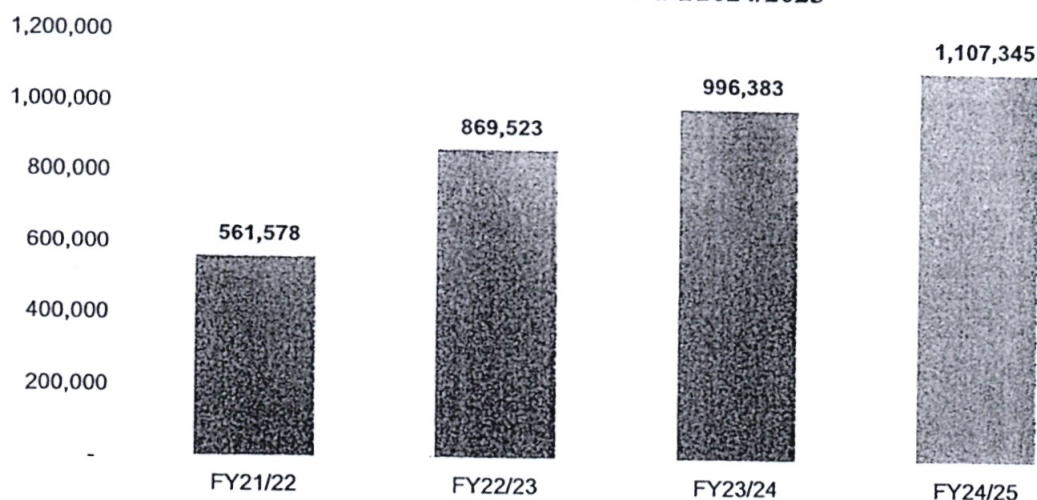
Operationalization of freight transshipment yards at Athi River and Mai Mahiu, which significantly enhanced the handling and movement of bulk cargo such as clinker, steel, and fertilizer.

MGR Freight Performance

MGR freight segment has demonstrated consistent growth, recording a 7% compounded annual growth rate from FY2021/22 to FY2024/25. In the year under review, a total 1,107,345 tonnes were moved on MGR, to achieve 86% of the annual target of 1,292,812 tonnes. This performance represents an 11% increase compared to 996,384 tonnes transported in the previous financial year, as illustrated in the figure below.

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Figure 3: MGR Freight Performance FY2021/2022-FY2024/2025



The sustained upward trend in MGR freight volumes since FY2021/22 is attributed to deliberate management interventions, including ongoing track rehabilitation, rolling stock modernization, and proactive customer engagement. These efforts have enhanced service reliability and operational efficiency, supporting increased cargo throughput on the meter gauge network..

Despite the overall improved freight haulage performance across the SGR and MGR the Corporation encountered a range of operational and external challenges that constrained full achievement of annual freight targets. The key impediments included;

- **External operational disruptions at the Port of Mombasa:** Vessel and berthing delays at the port impacted the timely clearance and loading of containerized cargo, directly affecting the performance of SGR Freight Service. Consequently, the Corporation achieved **86%** of its containerized cargo target of **4,713,504 tonnes**.
- **Cross-Border Coordination challenges** that affected circulation of freight assets through Malaba and Port Jinja. These challenges contributed to a **39%** shortfall in MGR transit cargo performance against the annual target of **650,880 tonnes**.
- **Clinker Supply Disruptions:** Unanticipated operational challenges experienced by the Corporation's key clinker clients, which led to reduced clinker supply. This negatively affected the total bulk cargo volumes transported during the year.

To mitigate these challenges and enhance freight performance in the coming financial year, the Corporation has outlined the following strategic interventions;

- **Expansion into non-custom bonded cargo haulage -** Development of a dedicated non-custom bonded freight loading zone at the Mombasa Freight Terminus which will facilitate the transportation of cleared cargo to the Nairobi Freight Terminus and Athi River Freight

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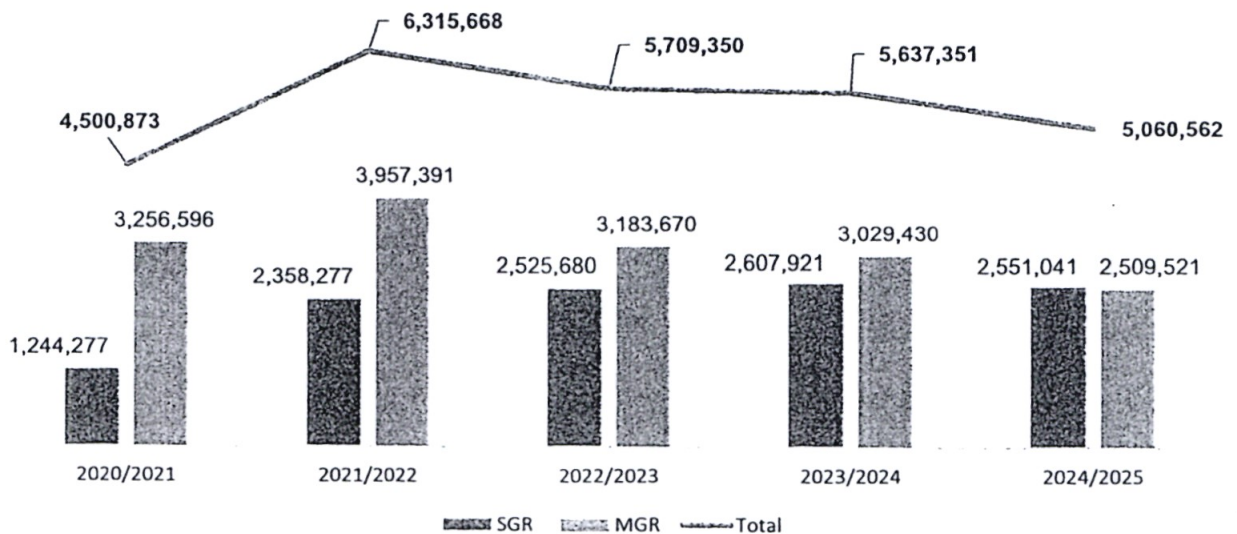
Yard, enabling the Corporation to tap into the growing market of Non-Through Bill of Lading (NTBL) cargo.

- **Strengthened Regional Collaboration:** Through the Ministry of Roads and Transport, Kenya Railways is engaging with Uganda Railways Corporation (URC) to develop a tripartite operational framework. This aims to streamline and enhance cross-border cargo evacuation operations at Malaba and Jinja.
- **Customer Share and Retention-**Increase the Corporations customer market share through; onboarding of new clients, operationalization of SGR special refer wagons to enhance movement of perishable and fresh products and increase engagement with stakeholders in the transit market (DRC, Rwanda, South Sudan, Uganda) to increase the share of the port throughput.
- **Asset and Infrastructure Reliability-**Continuous Improvement of asset reliability through rehabilitation, remanufacture and overhaul of track and rolling stock.

Passenger Performance (SGR and MGR).

Kenya Railways has experienced a steady overall decline in passenger numbers, recording a compounded annual reduction rate of 7%, from 6,315,668 passengers in FY2021/22 to 5,060,562 passengers in FY2024/25. The period's performance was a 75% achievement of the annual target of 6,755,032 passengers. This performance comprised 2,551,041 passengers transported via the SGR Madaraka Express and 2,509,521 passengers moved on the MGR as illustrated below.

Figure 5: Passenger Performance FY2021/2022 – FY2024/2025



The Corporation’s passenger services are structured into two main categories: Commuter services, primarily operated under the Nairobi Commuter Rail (NCR), and Long-distance passenger services,

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which include travel on the SGR Madaraka Express, as well as Safari trains to Nanyuki and Kisumu via the MGR network.

Long Distance Passenger Performance.

Long-distance passenger services comprise SGR trains to Mombasa and Suswa, and MGR trains to Kisumu and Nanyuki. In the year under review, the Corporation transported a total of **2,564,831 long-distance passengers**, achieving **85%** of the annual target of **3,010,584** passengers. This comprised **2,509,521 passengers on the SGR**, and **55,310 passengers on the MGR**.

SGR Passenger Performance.

SGR's Madaraka Express service transported a total of **2,509,521** passengers during the financial year, achieving **91%** of its annual target of **2,750,275** passengers. This marked a **4%** decline compared to the **2,607,921** passengers recorded in FY2023/2024. Of the total passengers moved in the current period, **2,354,184** travelled between Nairobi and Mombasa, while **155,337** used the Nairobi–Suswa route.

Passenger numbers on the Nairobi–Mombasa route declined slightly by **6%**, from **2,516,020** in FY2023/2024 to **2,354,184** in FY2024/2025. On the other hand, the Nairobi–Suswa service recorded a **notable 69% increase**, rising from **91,901 passengers** in the previous financial year to **155,337** in the year under review. This significant growth has been attributed to increased demand for the Nairobi–Suswa train by local tourists, supported by management interventions such as the deployment of additional coaches to meet rising customer demand.

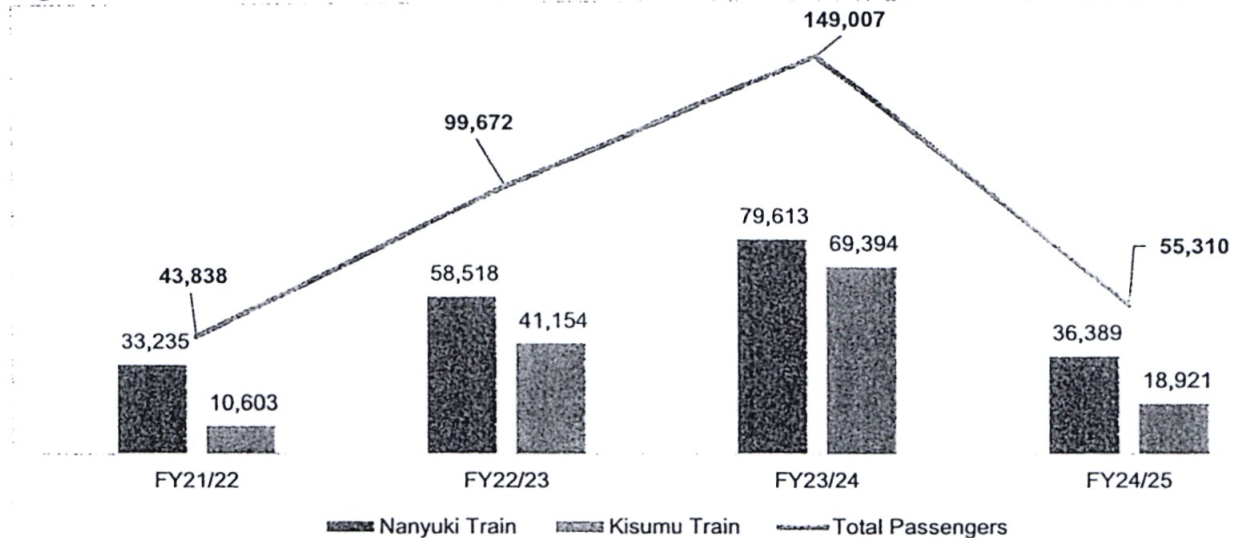
Performance of the SGR passenger service was affected by increased fare prices effected in January 2024. The reduction in passenger numbers has been linked to the price elasticity principle of demand, whereby increase in fares had a marginal effect on passenger numbers moved. However, the Corporation anticipates recovery in passenger numbers in FY2025/2026 as passengers adjust to the new fares. Additionally, the Corporation introduced SGR premium services to diversify its product offerings. The service that was introduced in October 2024, has moved **28,298** passengers as at 30th June 2025.

MGR Long Distance Passenger Service.

The MGR long-distance passenger service comprises safari trains to Nanyuki and Kisumu. During the year under review, the service moved a total of **55,310 passengers**, with **36,380** passengers transported along the Nairobi–Nanyuki route and **18,921** passengers along the Nairobi–Kisumu route. This represents **21%** of the financial year's target of **260,309 passengers**. Performance trend for this service showed consistent growth from FY2021/22 to FY2023/24, followed by a decline in FY2024/25, as illustrated in Figure 6 below.

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Figure 6: MGR Long Distance Passenger Service FY21/22-FY24/25



The declined performance for the Nairobi- Kisumu train in FY24/25 was due to suspension of direct trains to Kisumu pending completion of the ongoing reconstruction of the Kikuyu-Longonot MGR section. On the other hand, the reduced performance of the Nairobi-Nanyuki train was due to reduced number of passenger trains pending completion of ongoing repairs and maintenance of the Thika-Nanyuki line.

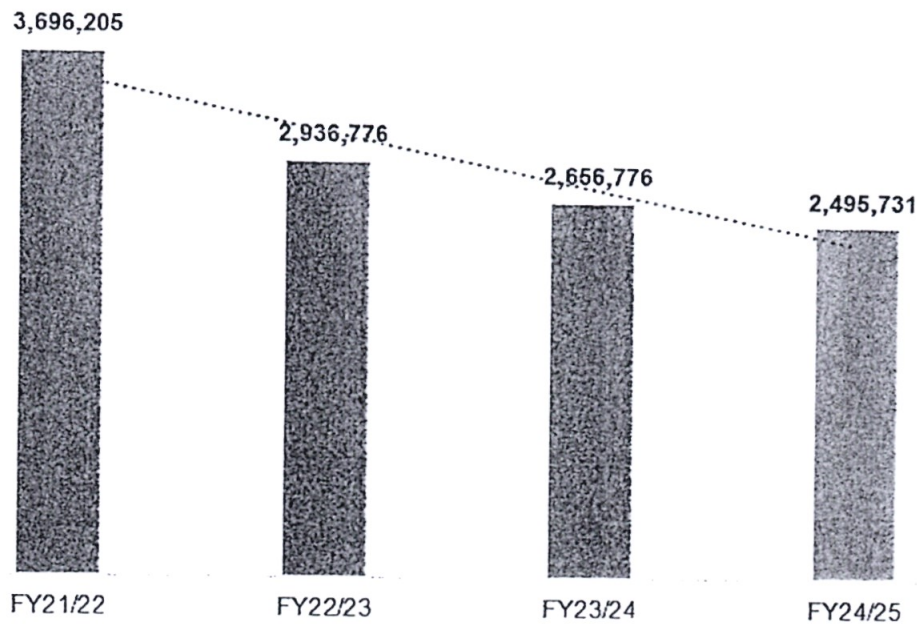
Commuter Performance (MGR-Nairobi Commuter Rail)

The Nairobi Commuter Rail (NCR) remains a vital service offered by the Corporation, functioning as a public social good and forming part of the broader urban mass transit system. It operates along four key routes: Nairobi-Ruiru, Nairobi-Embakasi, Nairobi-Lukenya, and Nairobi-Limuru.

Over the past four financial years, from FY2021/22 to FY2024/25, the Nairobi Commuter Rail (NCR) has recorded a compounded annual decline of 12% in ridership, dropping from 3,695,205 commuters in FY2021/22 to 2,495,731 in FY2024/25. In the year under review, the service moved a total of 2,495,731 commuters, achieving 67% of the annual target of 3,744,448.

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Figure 6: Commuter Performance FY21/22 to FY24/25.



Performance of this service has significantly been impacted by frequent train cancellations, largely driven by unprecedented socio-political disruptions and extreme weather conditions. These disruptions have consistently led to a marked decline in commuter turnout, compounding the overall performance shortfall.

To enhance passenger performance and overall experience on both the SGR and MGR services in the upcoming financial year, Kenya Railways is implementing several strategic initiatives as follows;

- I. **Implementation of a robust e-ticketing system for SGR:** This will enhance customer experience through seamless seat selection, trip rescheduling/cancellation, and refund processing. The system will be applicable across all classes of the Madaraka Express service.
- II. **Upgrade of the Nairobi–Embakasi commuter line:** In collaboration with the development partners, this initiative involves installation and operationalization of a modern commuter ticketing and train management system.
- III. **Modernization of the commuter rail network:** Supported by the World Bank under the Kenya Urban Mobility Improvement Project (KUMIP), this initiative will focus on infrastructure development and asset upgrades to improve reliability and capacity across the commuter rail network.

In conclusion, the Corporation has adopted a multifaceted approach to enhance performance of its freight and passenger service across its rail network. This will be achieved by enhancing operational and service reliability, minimise service disruptions, boost customer satisfaction, reduce passenger travel time and sustain a competitive edge.

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Performance of other business units.

Railway Training Institute (RTI)

The Railway Training Institute registered improved performance during the year under review, enrolling 2,210 new students, a 14% increase compared to 1,942 students enrolled in FY2023/24. The total student population during the year reached 8,213, representing a 2% growth from 8,000 students in the previous year.

Key courses offered by the institution that have experienced growth in student numbers are civil, electrical and mechanical engineering signifying growth opportunities for the institution towards increasing its student population in these courses through increased marketing and publicity. On the other hand, Kisumu Marine school specialized for training in Blue Economy Related Courses trained 348 students in the year.

Whereas growth was experienced in the period under review, the institution's performance was affected by the transition from KNEC to TVET CDACC exams that received limited market interest causing low intake.

To boost performance and enhance student enrolment in the subsequent financial year, management will be implementing the following initiatives.

- I. **Financing Support:** Activating the Railway Training Revolving Scheme via HELB to ease financial burden on trainees. This is to attract students via the government KUCCPS sponsorship programme.
- II. **Enhanced Marketing:** Increasing publicity and marketing of RTI courses and programmes to boost enrollment, especially in revenue-generating niche rail programs.

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7 Review of the Fund's Performance.

The fund opened the year with a balance of Kes 14.25 billion, collected Kes 36.79 billion against a budget of Kes 32 billion. During the year Kes 43.72 billion were made from the fund leaving a balance of Kes 7.32 billion at the end of the financial year

Table 1: Summary of the FY2024/25 Budget Performance

Receipt/Expense Item	Original Budget	Adjustments	Final Budget	Actual on Comparable Basis	Budget Utilization Difference	% of Utilization
	a	b	c=a+b	d	e=c-d	f=d/c %
Budget carry overs FY23/24				14,523,192,097		
RECEIPTS						
Revenue transfers	32,000,000,000	0	32,000,000,000	36,789,076,648	-4,789,076,648	113%
Total Receipts	32,000,000,000	0	32,000,000,000	51,042,268,745	-4,789,076,648	113%
payments						
Expenditure	25,217,000,000	29,688,747,888	54,905,747,888	48,818,991,284	6,086,756,604	89%
Total Expenditure	25,217,000,000	29,688,747,888	54,905,747,888	48,818,991,284	6,086,756,604	11%
Surplus. (deficit)				2,223,277,461		

Notes:

- i. The increase in actual collections is due to the increase of the RDLF levy from 1.5% to 2.0% with effect from December 27, 2024.
- ii. The changes between the original and final budget were as a consequence of reallocations within the budget and SGR loan repayments.

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The Funds Future Outlook

Having funded the major infrastructure that is the SGR Phase 1 and 2A, and as the Government seeks for financing of SGR Phase 2B and 2C to Kisumu and Malaba, the fund will focus on the Optimizing the Operations and maintenance of SGR and MGR, funding the Complementary infrastructure such as linkages and access to SGR, and acquisition of additional assets for effective operationalization of SGR.

Conclusion

The global economy and geopolitical context continue to be Shape up, the uncertainty of COVID-19 pandemic has been manged and the war between the big nations is the only global threat. The outlook for the transport sector is promising as the world adapts to the pandemic including global mass vaccination and normalization of various containment measures. The leading economies have stabilized leading to growing normalcy especially in the freight and logistics activities.

The railway sector is expected to play a key role in the post Covid -19 recovery strategy through the provision of cost effective, efficient and safe mode of mass transport across the East Africa region and therefore the Funds will continue to be utilized with the aim of reducing the cost of doing business and improving railway transportation competitiveness.

Signed: _____

Mr. Mohamed Daghar

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8.Environmental and Sustainability Reporting

RDLF is entirely utilized by Kenya Railways and hence this section is achieved through the Corporation.

KRC endeavours to provide efficient and effective railway services to the citizens of Kenya. The Corporation continues to implement its sustainability strategies that aim for operational efficiency over the long-term. The strategies focus on reducing the environmental impact of its operations, promoting sustainable transport infrastructure, and support sustainable development in Kenya

This section highlights sustainability strategies and initiatives implemented that contribute to environmental improvement as well as employee welfare.

i. Sustainability strategy and profile

Kenya Railways Corporation (KRC) has made significant efforts towards sustainability in recent years. The corporation has implemented various initiatives aimed at reducing its environmental impact, such as reducing energy consumption, promoting the use of renewable energy, and implementing waste management practices. KRC has also invested in sustainable transport infrastructure, such as the acquisition of new MGR rolling stock, cargo handling facilities such as in Malaba, which are designed to enhance operational efficiency, reduce carbon emissions and promote sustainable transport.

The Kenyan Government has made a commitment to sustainable development, and KRC has aligned its sustainability efforts with national policies and strategies. KRC has responded by implementing measures to ensure the safety of its employees and customers while maintaining its sustainability goals.

KRC has also looked to international best practices and key achievements in sustainability to guide its efforts. The United Nations Sustainable Development Goals (SDGs) have provided a framework for KRC's sustainability initiatives, and the Corporation has made progress towards achieving several of these goals. For instance, KRC has implemented measures to reduce greenhouse gas emissions and promote sustainable transport through new assets and maintaining a high assets maintenance regime. However, there have also been challenges in sustainability efforts, such as adopting fast changing technologies and high cost of rehabilitation.

Overall, the Corporation has made significant efforts towards sustainability, aligning its initiatives with national policies and international best practices. While there have been challenges, KRC continues to make progress towards promoting sustainable development in Kenya.

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ii. Environmental performance

In discharging our mandate, Kenya Railways (KR) is committed to reducing our negative environmental impact and continually improving our environmental performance; to operate in an environmentally responsible manner and to integrate environmental sustainability in all our services to the benefit of the environment, our stakeholders, customers and the community. This is applicable in all our activities from construction to maintenance and rail transport operation and in premises ranging from offices to estates, operational land, stations and workshop's.

At Kenya Railways, we are committed to operating our railway systems with a strong focus on environmental sustainability. We understand that the transportation sector plays a significant role in global emissions, resource consumption, and ecological impact. Therefore, we have taken proactive steps to minimize our environmental footprint, promote sustainable practices, and contribute to a greener future. To achieve this, KR has endeavoured to:

1. Emission Reduction and Energy Efficiency: Our institution is dedicated to reducing greenhouse gas emissions through various initiatives:

- We have invested in modernising our fleet with energy-efficient locomotives and rolling stock, resulting in reduced carbon emissions per passenger mile and ton-mile.
- Continuous monitoring and optimization of train schedules and routes to reduce idle times, thus enhancing energy efficiency.

2. Waste Management and Recycling: Minimising waste generation and promoting recycling are integral parts of our sustainability efforts:

- Utilising recycled materials for railway infrastructure and maintenance wherever feasible.
- Carrying out awareness campaigns and initiatives that promote responsible waste disposal among passengers and staff.

3. Biodiversity and Habitat Conservation: We recognize the importance of preserving local ecosystems and wildlife habitats along our railway lines:

- Implementation of wildlife crossings, fencing, and corridors to mitigate wildlife collisions and preserve natural habitats.
- Regular assessment of the impact of railway operations on local flora and fauna, with proactive measures to minimize disruptions.
- Ensuring compliance with relevant environmental regulations and standards for example with the Environmental Management and Coordination Act (EMCA) 1999 revised 2015.

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Kenya Railways remains committed to environmental stewardship and sustainability with an aim to create a greener and more sustainable service delivery. In this regard, the Corporation will

- Comply with all applicable environmental, legal and other obligations in our railway development and operation activities;
- Develop and implement environmental management system to assist in identifying and managing environmental risks and opportunities;
- Carry out appropriate project planning and designs in order to manage identified environmental impacts;
- Prevent or minimise pollution of the environment through reduction of waste generation;
- Foster employee environmental awareness and responsible culture at workplace;
- Monitor and evaluate environmental performance to enhance improvement;
- Engage with Government, community, customers, relevant stakeholders, contractors, suppliers and all business associates on environmental matters as our priority to promote environmental concern as our joint duty of care towards future generations.

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9. Corporate Governance Statement

The Railway Development Levy Fund ("the fund") was established under the Customs and Excise (Railway Development Levy Fund) Regulations, 2013 published vide Legal Notice No. 118 of 5th July, 2013. The regulations were made pursuant to the enactment of the Finance Act, 2013 which introduced Section 117A to the Customs and Excise Act (CAP. 472).

According to Regulations, there is established a committee to be known as the Advisory Committee which consist of-

- the Principal Secretary responsible for matters relating to finance who shall be the chairperson;
- the Principal Secretary responsible for matters relating to transport;
- the Principal Secretary responsible for matters relating to infrastructure; and
- the managing director of the Kenya Railways Corporation appointed under section 5 of the Kenya Railways Corporation Act.

The functions of the Advisory Committee are-

- (a) to review and approve the annual work programmes and cost estimates; and
- (b) to oversee the management of the Fund and advise the Cabinet Secretary generally on the operations of the Fund.

The expenditure of the Fund shall be on the basis of, and limited to, the annual work programmes and cost estimates which shall be submitted to the Advisory Committee for approval before the beginning of the financial year to which they relate.

Any revision of the approved expenditure or expenditure outside the work programme and cost estimates shall not be implemented or incurred unless they have been approved by the Advisory Committee.

All receipts, savings and accruals of the Fund and the balance of the Fund at the close of each financial year, shall be retained for the purpose for which the Fund is established.

The existing government financial and procurement regulations shall apply in the administration of the Fund.

The officer administering the Fund is responsible for supervising and controlling the administration of the Fund. The National Treasury and the Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works monitor the application of the Railway Development Levy Fund resources including resources approved for operations of the standard gauge railway line.

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10. Management Discussion and Analysis

on the operational and financial performance of the Fund during the period,

The Railway Development Levy Fund was established in July 2013 to cater for Standard Gauge Railway construction and recently its purpose was amended to add the operations. Below is a summary of the fund as at 30th June, 2025;

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FUND STATUS IN FY 2024/25

The Holding Account received Kshs. 36.79 billion during the financial year 2024/2025 comparing Kshs.31.96 billion received in the previous year. The funds were received from the Kenya Revenue Authority as the appointed collector of the revenue for the Fund.

During the year ended 30th June 2025, Kshs 48.818 billion was transferred from the Holding Account to the National Treasury and other Government agencies. This compares to Kshs 53.229 billion transferred during the previous financial year.

As at 30th June 2025, the Holding Account had a cumulative balance of Kshs 2.22 billion compared to the balance Kshs. 14.25 billion as at 30th June 2024. The fund is held in the holding bank account at the Central Bank of Kenya.

Entity's key projects or investments decision implemented or ongoing,

The objective and purpose of the Fund is to provide funds for the construction of a standard gauge railways network and its operations in order to facilitate the transportation of goods. All the payments done during the year were towards this objective.

Fund's compliance with statutory requirements,

The Fund complied with statutory requirements pertaining to the transactions undertaken.

major risks facing the Fund, material arrears in statutory and other financial obligations

The Fund's Commitments are made after confirming availability of funds hence not likely to have material arrears.

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11. Statement of Corporate Social Responsibility

Kenya Railways has endeavoured to entrench Corporate Social Responsibility in its Corporate Culture. This mainly entails seeking opportunities to both improve the environment and actively contribute to the well-being of the communities in which we do business aimed at promoting the welfare of the societies we work in.

Corporate Social Responsibility (CSR) is an integral part of Kenya Railways culture. Guided by a deep commitment to making a difference in people's lives, the Corporation commits a substantial budgetary allocation each year to CSR initiatives.

The Corporation has developed a Corporate Social Responsibility (CSR) Policy from which she draws all her CSR plans from. From the CSR Policy, KR's priority and thematic areas for engagement are Education, Health, Environment and Sports.

Fund Advisory Committee

The members of the Fund Advisory Committee who served during the year are shown on page (IV). During the year there were no resignations nor appointments.

**STATE DEPARTMENT FOR TRANSPORT
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12. Statement of Management Responsibilities

Section 167 of the Public Finance Management Act, 2012 requires that, at the end of each financial year, the Administrator of a Public Fund shall prepare financial statements for the Fund in accordance with the standards and formats prescribed by the Public Sector Accounting Standards Board.

The Administrator of the Fund is responsible for the preparation and presentation of the Fund's financial statements, which give a true and fair view of the state of affairs of the Fund for and as at the end of the financial year ended on June 30, 2025. This responsibility includes: (i) maintaining adequate financial management arrangements and ensuring that these continue to be effective throughout the reporting period; (ii) maintaining proper accounting records, which disclose with reasonable accuracy at any time the financial position of the fund; (iii) Designing, implementing and maintaining internal controls relevant to the preparation and fair presentation of the financial statements, and ensuring that they are free from material misstatements, whether due to error or fraud; (iv) Safeguarding the assets of the fund; (v) Selecting and applying appropriate accounting policies; and (vi) Making accounting estimates that are reasonable in the circumstances.

The Administrator of the Fund accepts responsibility for the Fund's financial statements, which have been prepared using appropriate accounting policies supported by reasonable and prudent judgements and estimates, in conformity with International Public Sector Accounting Standards (IPSAS), and in the manner required by the PFM Act, 2012. The Administrator of the Fund is of the opinion that the Fund's financial statements give a true and fair view of the state of Fund's transactions during the financial year ended June 30, 2025, and of the Fund's financial position as at that date.

The Administrator further confirm the completeness of the accounting records maintained for the Fund, which have been relied upon in the preparation of the Fund's financial statements as well as the adequacy of the systems of internal financial control.

In preparing the financial statements, the Administrator of the Fund has assessed the Fund's ability to continue as a going concern and disclosed, as applicable, matters relating to the use of going concern basis of preparation of the financial statements.

Nothing has come to the attention of the Administrator to indicate that the Fund will not remain a going concern for at least the next twelve months from the date of this statement.

Approval of the financial statements

The Fund's financial statements were approved by the Fund Administrator on _____ and signed

by: 

**Mohamed Daghar, CBS
Fund Administrator**



**Odongo Kennedy (CPA)
Fund Accountant**

ICPAK No 11493

REPUBLIC OF KENYA

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REPORT OF THE AUDITOR-GENERAL ON RAILWAY DEVELOPMENT LEVY FUND (HOLDING ACCOUNT) FOR THE YEAR ENDED 30 JUNE, 2025 – STATE DEPARTMENT FOR TRANSPORT

PREAMBLE

I draw your attention to the contents of my report which is in three parts:

- A. Report on Financial Statements that considers whether the financial statements are fairly presented in accordance with the applicable financial reporting framework, accounting standards and the relevant laws and regulations that have a direct effect on the financial statements;
- B. Report on Lawfulness and Effectiveness in the Use of Public Resources which considers compliance with applicable laws, regulations, policies, gazette notices, circulars, guidelines and manuals and whether public resources are applied in a prudent, efficient, economic, transparent and accountable manner to ensure the Government achieves value for money and that such funds are applied for the intended purpose; and,
- C. Report on Effectiveness of Internal Controls, Risk Management and Governance which considers how the entity has instituted checks and balances to guide internal operations. This responds to the effectiveness of the governance structure, risk management environment and internal controls, developed and implemented by those charged with governance for orderly, efficient and effective operations of the entity.

A Qualified Opinion is issued when the Auditor-General concludes that except for material misstatements noted, the financial statements are fairly presented in accordance with the applicable financial reporting framework. The Report on Financial Statements should be read together with the Report on Lawfulness and Effectiveness in the Use of Public Resources, and the Report on Effectiveness of Internal Controls, Risk Management, and Governance.

The three parts of the report are aimed at addressing the statutory roles and responsibilities of the Auditor-General as provided by Article 229 of the Constitution, the Public Finance Management Act, 2012, and the Public Audit Act, 2015. The three parts of the report when read together constitute the report of the Auditor-General.

REPORT ON THE FINANCIAL STATEMENTS

Qualified Opinion

I have audited the accompanying financial statements of Railway Development Levy Fund - Holding Account set out on pages 1 to 13, which comprise of the statement of financial position as at 30 June, 2025 and the statement of financial performance,

Report of the Auditor-General on Railway Development Levy Fund (Holding Account) for the year ended 30 June, 2025 – State Department for Transport

statement of changes in net assets, statement of cash flows and statement of comparison of budget and actual amounts for the year then ended and a summary of significant accounting policies and other explanatory information in accordance with the provisions of Article 229 of the Constitution of Kenya and Section 35 of the Public Audit Act, 2015. I have obtained all the information and explanations which to the best of my knowledge and belief, were necessary for the purpose of the audit.

In my opinion, except for effects of the matter described in the Basis for Qualified Opinion section of my report, the financial statements present fairly, in all material respects, the financial position of Railway Development Levy Fund - Holding Account as at 30 June, 2025 and of its financial performance and its cash flows for the year then ended, in accordance with Public Sector Accounting Standards (Accrual Basis) and comply with the Customs and Exercise (Railway Development Levy Fund) Regulations, 2013 and the Public Finance Management Act, 2012.

Basis for Qualified Opinion

Unauthorized Expenditure on SGR Loan Repayment

The statement of financial performance and as disclosed in Note 7 to the financial statement reflects transfers to The National treasury amount of Kshs.32,500,000,000 for repayment of the Standard Gauge Railway (SGR) loan. However, review of the Fund's approved budget for the year under review showed that an amount of Kshs.25,000,000,000 was allocated for SGR Loan repayment for phase 1 and 2A resulting to an unexplained excess transfer of Kshs.7,500,000,000. Although, the Advisory Committee in their meeting held on 15 October, 2024 recommended revision of the provision to Kshs.30,000,000,000, no evidence was provided to show that the budget was revised. The Fund therefore spent an amount of Kshs.7,500,000,000 or 23% over and above the budgetary allocation contrary to section 8 (1) of the Kenya Gazette Notice No.99 dated 5 July, 2013 which states that expenditures of the Fund shall be on the basis of, and limited to the annual work programmes and cost estimates.

In the circumstances, regularity of the expenditure of Kshs.7,500,000,000 on repayment of SGR-loan could not be confirmed.

The audit was conducted in accordance with International Standards of Supreme Audit Institutions (ISSAIs). I am independent of the Railway Development Levy Fund - Holding Account Management in accordance with ISSAI 130 on the Code of Ethics. I have fulfilled other ethical responsibilities in accordance with the ISSAI and in accordance with other ethical requirements applicable to performing audits of financial statements in Kenya. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my qualified opinion.

Emphasis of Matter

Budgetary Control and Performance

The statement of comparison of budget and actual amounts reflects total budgeted receipts amount of Kshs.32,000,000,000 against actual receipts amount of Kshs.51,042,268,745 resulting to over-funding of Kshs.4,789,076,648 or 13% of the

budget. However, the Fund spent an amount of Kshs.48,818,991,284 against actual receipts of Kshs.51,042,268,745 resulting to an underperformance of Kshs.2,223,277,461 or 4% of the total receipts.

The underutilization affected the planned activities of the Fund and may have impacted negatively on service delivery to the public.

My opinion is not modified in respect of this matter.

Key Audit Matters

Key audit matters are those matters that, in my professional judgement, are of most significance in the audit of the financial statements. Except for the effects of the matter described in the Basis for Qualified Opinion section, I have determined that there are no other key audit matters to communicate in my report.

Other Information

The Management is responsible for the other information set out on page ii to xix which comprise of Key Entity Information and Management, Oversight Committee Profiles, Chairman's Statement, Report of the Chief Executive Officer, Corporate Governance Statement, Management Discussion and Analysis, Environmental and Sustainability Reporting, Report of the Fund Administrator, Statement of Directors Responsibilities and Statement of Performance Against Predetermined Objectives. The Other Information does not include the financial statements and my audit report thereon.

In connection with my audit on the Railway Development levy (Holding Account) Fund financial statements, my responsibility is to read the Other Information and in doing so, consider whether the Other Information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated. If based on the work I have performed, I conclude that there is a material misstatement of this Other Information, I am required to report that fact. I have nothing to report in this regard.

My opinion on the financial statements does not cover the Other Information and accordingly, I do not express an audit opinion or any form of assurance conclusion thereon.

REPORT ON LAWFULNESS AND EFFECTIVENESS IN THE USE OF PUBLIC RESOURCES

Conclusion

As required by Article 229(6) of the Constitution, based on the audit procedures performed, except for the effects of the matter described in the Basis for Conclusion on Lawfulness and Effectiveness in the Use of Public Resources, I confirm that, nothing else has come to my attention to cause me to believe that public resources have not been applied lawfully and in an effective way.

Basis for Conclusion

Failure to Implement Projects

Review of records revealed that the Fund had budgeted an amount of Kshs.5,254,487,801 to implement six projects namely Upgrade of Railway Training Institute infrastructure, construction of Standard Gauge Railway (SGR) access roads to magongo, SGR overhaul workshop, purchase of SGR passenger locomotives, purchase of SGR locomotive wheelsets and SGR Passenger Ticketing System. However, it was noted that the projects were not implemented. Further, the Fund's bank account showed unspent balance of Kshs.2,223,277,464 an indication that, funds allocated for the projects amounting to Kshs.3,031,210,337 were reallocated and spent for other projects without the approval of the Advisory Committee in contravention of Section 8 (1) of the Kenya Gazette Notice No.99 dated 5 July, 2013 that states that expenditure of the Fund shall be on the basis of, and limited to the annual work programmes and cost estimates which shall be submitted to the Advisory Committee for approval before the beginning of the financial year to which they relate.

In the circumstances, Management was in breach of the law.

The audit was conducted in accordance with ISSAI 3000 and ISSAI 4000. The standards require that I comply with ethical requirements and plan and perform the audit to obtain assurance about whether the activities, financial transactions and information reflected in the financial statements comply in all material respects, with the authorities that govern them. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my conclusion.

REPORT ON THE EFFECTIVENESS OF INTERNAL CONTROLS, RISK MANAGEMENT AND GOVERNANCE

Conclusion

As required by Section 7(1)(a) of the Public Audit Act, 2015, based on the audit procedures performed, I confirm that, nothing has come to my attention to cause me to believe that internal controls, risk management and governance were not effective.

Basis for Conclusion

The audit was conducted in accordance with ISSAI 2315 and ISSAI 2330. The standards require that I plan and perform the audit to obtain assurance about whether effective processes and systems of internal controls, risk management and overall governance were operating effectively in all material respects. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my conclusion.

Responsibilities of the Management and those Charged with Governance

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Public Sector Accounting Standards (Accrual Basis) and for maintaining effective internal controls as Management determines is necessary to

enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error and for its assessment of the effectiveness of internal controls, risk management and governance.

In preparing the financial statements, Management is responsible for assessing the Fund's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless Management is aware of the intention to cease operations.

Management is also responsible for the submission of the financial statements to the Auditor-General in accordance with the provisions of Section 57 of the Public Audit Act, 2015.

In addition to the responsibility for the preparation and presentation of the financial statements described above, Management is also responsible for ensuring that the activities, financial transactions and information reflected in the financial statements comply with the authorities which govern them and that public resources are applied in an effective way.

Those charged with governance are responsible for overseeing the Fund's financial reporting process, reviewing the effectiveness of how Management monitors compliance with relevant legislative and regulatory requirements, ensuring that effective processes and systems are in place to address key roles and responsibilities in relation to governance and risk management, and ensuring the adequacy and effectiveness of the control environment.

Auditor-General's Responsibilities for the Audit

My responsibility is to conduct an audit of the financial statements in accordance with Article 229(5) of the Constitution, Section 35 of the Public Audit Act, 2015 and the International Standards of Supreme Audit Institutions (ISSAIs). The standards require that, in conducting the audit, I obtain reasonable assurance about whether the financial statements as a whole are free from material misstatements, whether due to fraud or error and to issue an auditor's report that includes my opinion in accordance with Section 58 of the Public Audit Act, 2015. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISSAIs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

In conducting the audit, Article 229(6) of the Constitution also requires that I express a conclusion on whether or not in all material respects, the activities, financial transactions and information reflected in the financial statements are in compliance with the authorities that govern them and that public resources are applied in an effective way. In addition, I consider the entity's control environment in order to give an assurance on the effectiveness of internal controls, risk management and governance processes and systems in accordance with the provisions of Section 7(1)(a) of the Public Audit Act, 2015.

Further, I am required to submit the audit report in accordance with Article 229(7) of the Constitution.

Detailed description of my responsibilities for the audit is located at the Office of the Auditor-General's website at: <https://www.oagkenya.go.ke/auditor-generals-responsibilities-for-audit/>. This description forms part of my auditor's report.



FCPA Nancy Gathungu, CBS
AUDITOR-GENERAL

Nairobi

8 December, 2025

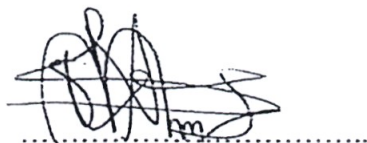
STATE DEPARTMENT FOR TRANSPORT
RAILWAY DEVELOPMENT LEVY FUND (HOLDING ACCOUNT)
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14. Statement of Financial Performance for the year ended 30 June 2025

Description	Note	2024-2025	2023-2024
		Kshs	Kshs
Receipts/ Revenue from non-exchange transactions			
Receipts from Kenya Revenue Authority	6(a)	36,789,076,648	31,963,781,514
Total revenue		36,789,076,648	31,963,781,514
Expenses			
Transfers and payments	7	48,818,991,284	53,229,854,545
Total Expenses		48,818,991,284	53,229,854,545
Deficit for the year		(12,029,914,636)	(21,266,073,031)

The financial statements set out on pages 1 to 4 were signed on

and signed by:



Mohamed Daghar, CBS
Fund Administrator



Odongo Kennedy (CPA)
Fund Accountant

ICPAK No 11493

**STATE DEPARTMENT FOR TRANSPORT
RAILWAY DEVELOPMENT LEVY FUND (HOLDING ACCOUNT)
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15. Statement of Financial Position as at 30 June 2025

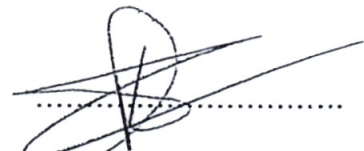
Description	Note	2024-2025	2023-2024
		Kshs	Kshs
Assets			
Current Assets			
Cash and cash equivalents	8	2,223,277,464	14,253,192,097
Total Current Assets		2,223,277,464	14,253,192,097
Non-Current Assets			
		-	-
Total Assets		2,223,277,464	14,253,192,097
Liabilities			
		-	-
Total Liabilities		-	-
Net Assets		2,223,277,464	14,253,192,097
Represented by:			
Accumulated Surplus		2,223,277,464	14,253,129,097
Total Net Assets and Liabilities		2,223,277,464	14,253,192,097

The financial statements set out on pages 1 to 4 were signed on

and signed by:



**Mohamed Daghar, CBS
Fund Administrator**



**Odongo Kennedy (CPA)
Fund Accountant**

ICPAK No 11493

**STATE DEPARTMENT FOR TRANSPORT
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16. Statement of Changes in Net Assets for the year ended 30 June 2025

	Revenue Fund	Retained Earnings	Total
	Kshs	Kshs	Kshs
As at July 1, 2023	35,519,265,131	-	35,519,265,131
Surplus for the year	(21,266,073,031)	-	(21,266,073,031)
As at June 30, 2024	14,253,192,097	-	14,253,192,097
As at July 1, 2024	14,253,192,097	-	14,253,192,100
Surplus/ deficit for the year	(12,029,914,636)	-	(12,029,914,636)
As at June 30, 2025	2,223,277,464	-	2,223,277,464

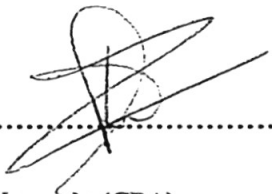
The financial statements set out on pages 1 to 4 were signed on

and signed by:



.....

**Mohamed Daghar, CBS
Fund Administrator**



.....

**Odongo Kennedy (CPA)
Fund Accountant
ICPAK No 11493**

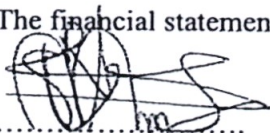
**STATE DEPARTMENT FOR TRANSPORT
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17. Statement of cash flows for the year ended 30th June 2025

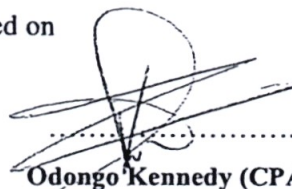
Description	Note	2024-2025	2023-2024
		Kshs	Kshs
Receipts for Operating Income			
Receipts from Kenya Revenue Authority	6	36,789,076,648	31,963,781,514
Payments For Operating Expenses			
Transfers to Government Agencies	7	48,818,991,284	53,229,854,545
Net Cash Flow from Operating Activities		(12,029,914,636)	(21,266,073,031)
Cash flow From Investing Activities			
Net Cash Flows from Investing Activities			-
Cash flow From Borrowing Activities			
Net cash flow from financing activities			-
Net increase in cash and cash equivalent		(12,029,914,636)	(21,266,073,031)
Cash & Cash Equivalent at Start of The Year	8	14,253,192,100	35,519,265,132
Cash & Cash Equivalent at End of The Year		2,223,277,464	14,253,192,097

The financial statements set out on pages 1 to 4 were signed on

and signed by:



**Mohamed Daghar, CBS
Fund Administrator**



**Odongo Kennedy (CPA)
Fund Accountant**

ICPAK No 11493

STATE DEPARTMENT FOR TRANSPORT
RAILWAY DEVELOPMENT LEVY FUND (HOLDING ACCOUNT)
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18. Statement of Comparison of budget and Actual Amounts for FY2024/25

Receipt/Expense Item	Original Budget	Adjustment	Final Budget	Actual Amount	Budget-Actual Difference	% of Budget
	a	b	c=a+b	d	(c-d)	(d/a) %
Budget carry overs FY23/24				14,523,192,097		
RECEIPTS						
Revenue transfers	32,000,000,000	0	32,000,000,000	36,789,076,648	-4,789,076,648	113%
Total Receipts	32,000,000,000	0	32,000,000,000	51,042,268,745	-4,789,076,648	113%
payments						
Expenditure	25,217,000,000	29,688,747,888	54,905,747,888	48,818,991,284	6,086,756,604	89%
Total Expenditure	25,217,000,000	29,688,747,888	54,905,747,888	48,818,991,284	6,086,756,604	11%
Surplus. (deficit)				2,223,277,461		

Notes:

- iii. The increase in actual collections is due to the increase of the RDLF levy from 1.5% to 2.0% with effect from December 27, 2024.
- iv. The changes between the original and final budget were as a consequence of reallocations within the budget and SGR loan repayments.

**STATE DEPARTMENT FOR TRANSPORT
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19. Notes to the Financial Statement

1. General Information

Railway Development Levy Fund is established by and derives its authority and accountability from Customs and Exercise Act Cap 472 Legal notice No. 118. The Entity is wholly owned by the Government of Kenya and is domiciled in Kenya.

The principal accounting policies adopted in the preparation of these financial statements are set out below:

2. Statement of Compliance and Basis of Preparation

The Fund's financial statements have been prepared in accordance with and comply with International Public Sector Accounting Standards (IPSAS). The financial statements are presented in Kenya shillings, which is the functional and reporting currency of the Fund. The accounting policies have been consistently applied to all the years presented.

The financial statements have been prepared on the basis of historical cost, unless stated otherwise. The cash flow statement is prepared using the direct method. The financial statements are prepared on accrual basis.

3. Adoption of New and Revised Standards

- i.* New and amended standards and interpretations in issue effective in the year ended 30 June 2023 has been adopted.

4. Summary of Significant Accounting Policies

a) Revenue recognition

Revenue from non-exchange transactions

Transfers from other government entities

Revenues from non-exchange transactions with other government entities are measured at fair value and recognized on obtaining control of the asset (cash, goods, services and property) if the transfer is free from conditions and it is probable that the economic benefits or service potential

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related to the asset will flow to the Entity and can be measured reliably. Recurrent grants are recognized in the statement of comprehensive income. Development/capital grants are recognized in the statement of financial position and realised in the statement of comprehensive income over the useful life of the assets that has been acquired using such funds.

A) Interest income

Interest income is accrued using the effective yield method. The effective yield discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount. The method applies this yield to the principal outstanding to determine interest income each period. The Fund did not have Interest Income for the year under review.

b) Budget information

The original budget for FY 2024-2025 was approved by the Railway Development Levy Fund Advisory Committee on July 2024. There were subsequent revisions and additional appropriations made to the approved budget in the financial year which have been reported.

The Entity's budget is prepared on a different basis to the actual income and expenditure disclosed in the financial statements. The financial statements are prepared on accrual basis using a classification based on the nature of expenses in the statement of financial performance, whereas the budget is prepared on a cash basis. The amounts in the financial statements were recast from the accrual basis to the cash basis and reclassified by presentation to be on the same basis as the approved budget. A comparison of budget and actual amounts, prepared on a comparable basis to the approved budget, is then presented in the statement of comparison of budget and actual amounts.

A statement to reconcile the actual amounts on a comparable basis included in the statement of comparison of budget and actual amounts and the actuals as per the statement of financial performance has been presented under section 14 of these financial statements.

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c) Provisions

Provisions are recognized when the fund has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. Where the fund expects some or all of a provision to be reimbursed, for example, under an insurance contract, the reimbursement is recognized as a separate asset only when the reimbursement is virtually certain. The expense relating to any provision is presented in the statement of financial performance net of any reimbursement.

d) Contingent liabilities

The Railway Development Levy Fund does not recognize a contingent liability but discloses details of any contingencies in the notes to the financial statements, unless the possibility of an outflow of resources embodying economic benefits or service potential is remote.

e) Contingent assets

The Railway Development Levy Fund does not recognize a contingent asset but discloses details of a possible asset whose existence is contingent on the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Entity in the notes to the financial statements. Contingent assets are assessed continually to ensure that developments are appropriately reflected in the financial statements. If it has become virtually certain that an inflow of economic benefits or service potential will arise and the asset's value can be measured reliably, the asset and the related revenue are recognized in the financial statements of the period in which the change occurs.

f) Changes in accounting policies and estimates

The Railway Development Levy Fund recognizes the effects of changes in accounting policy retrospectively. The effects of changes in accounting policy are applied prospectively if retrospective application is impractical.

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g) Foreign currency transactions

Transactions in foreign currencies are initially accounted for at the ruling rate of exchange on the date of the transaction. Trade creditors or debtors denominated in foreign currency are reported at the statement of financial position reporting date by applying the exchange rate on that date. Exchange differences arising from the settlement of creditors, or from the reporting of creditors at rates different from those at which they were initially recorded during the period, are recognized as income or expenses in the period in which they arise. This is not applicable in the year under review.

h) Related parties

The Railway Development Levy Fund regards a related party as a person or an Entity with the ability to exert control individually or jointly, or to exercise significant influence over the Fund, or vice versa. Members of key management are regarded as related parties and comprise Fund Administrator, Fund Managers and Fund Accountant.

i) Cash and cash equivalents

Cash and cash equivalents comprise cash at bank. Bank account balances include amounts held at the Central Bank of Kenya at the end of the financial year.

j) Comparative figures

Where necessary comparative figures for the previous financial year have been amended or reconfigured to conform to the required changes in presentation.

k) Subsequent events

There have been no events subsequent to the financial year end with a significant impact on the financial statements for the year ended June 30, 2025.

5. Significant Judgments and Sources of Estimation Uncertainty

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The preparation of the Entity's financial statements in conformity with IPSAS requires management to make judgments, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities, and the disclosure of contingent liabilities, at the end of the reporting period. However, uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of the asset or liability affected in future periods. Such assumptions were not made in the financial year.

6. Transfers from other Government Entities

An amount of Kshs 36.78 billion was received during the financial year 2024/2025 compared to Kshs 31.96 billion received during the financial year 2023/2024. The following is the breakdown on a quarterly basis of the receipts into the Holding Account. The funds were received from

a) Kenya Revenue Authority.

Description	2024-2025	2023-2024
	Kshs	Kshs
Transfers from Kenya Revenue Authority		
Quarter 1	7,694,940,042.	7,621,832,436
Quarter 2	7,935,525,726.	8,621,836,427
Quarter 3	10,119,132,122	7,684,570,037
Quarter 4	11,039,478,758.	8,035,542,614
Total	36,789,076,648	31,963,781,514

7. Transfers to National Government Agencies.

Description	2024-2025	2023-2024
	Kshs	Kshs
Transfer to NATIONAL TREASURY		
Quarter 1	10,000,000,000	0
Quarter 2	0	0
Quarter 3	10,000,000,000	0
Quarter 4	12,500,000,000	24,879,451,755

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Description	2024-2025	2023-2024
	Kshs	Kshs
Transfer to RDLF OPERATIONS	44,860,887	37,696,000
Transfer to Kenya Railways Corporation	16,274,130,397	28,312,706,790
TOTAL	48,818,991,284	53,229,854,545

- i) The bank balance as at 30th June 2025 amounted to Kshs 2.2 billion as compared to Kshs 14.2 billion in the previous year ended 30th June 2024.

8. Cash and Cash Equivalents

Description	2024-2025	2023-2024
	Kshs	Kshs
Deposits Account	2,223,277,463	14,253,192,097
Total Cash And Cash Equivalents	2,223,277,463	14,253,192,097

(8b) Detailed Analysis of the Cash and Cash Equivalents

		2024-2025	2023-2024
a) Financial Institution	Account number	Kshs	Kshs
Current Account			
Central Bank of Kenya	1000426818	2,223,277,463	14,253,192,097
Total		2,223,277,463	14,253,192,097

9. Related Party Disclosures

Nature of related party relationships

Entities and other parties related to the Railway Development Levy Fund include those parties who have ability to exercise control or exercise significant influence over its operating and

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financial decisions. Related parties include management personnel, their associates and close family members.

Government of Kenya

The Government of Kenya is the principal shareholder of the Railway Development Levy Fund, holding 100% of the Fund's equity interest. The Government of Kenya has provided full guarantees to all long-term lenders of the Entity, both domestic and external.

Other related parties include:

The following comprise of related parties to the Railways Revenue Development Fund (Holding Account)

- i) Key management personnel that include the Cabinet Secretaries and Accounting Officers
- ii) Other Ministries Departments and Agencies and Development Projects;

Transactions with related parties		
Grants /transfers from the government		
Receipts from Kenya Revenue Authority.	38,789,076,648	31,963,781,514
Receipt from Petroleum Development Levy Fund		8,600,000,000
Expenses incurred on behalf of related party		
Transfers to Petroleum Development Levy Fund		8,600,000,000

10.Events after the Reporting Period

There were no material adjusting and non- adjusting events after the reporting period.

11.Ultimate And Holding Entity

The entity is a Fund established by the Customs and Exercise Act Cap 472 Legal notice No. 118 and it's under the State Department for Transport. Its ultimate parent is the Government of Kenya.

12. Currency

The financial statements are presented in Kenya Shillings (Kshs).

**STATE DEPARTMENT FOR TRANSPORT
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20.Appendix

Appendix 1: Implementation Status of Auditor-General's Recommendations

The project did not have any pending matters with the office of the Auditor-General.



Fund Administrator



Fund Accountant

STATE DEPARTMENT FOR TRANSPORT
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Appendix VII: Trial Balance

RAILWAY DEVELOPMENT LEVY FUND- HOLDING ACCOUNT
TRIAL BALANCE-FY 2024-25

	Dr	Cr
Fund Balance b/f		14,253,192,099.96
Transfers from Kenya Revenue Authority		
Quarter 1		7,694,940,042.00
Quarter 2		7,935,525,726.00
Quarter 3		10,119,132,122.00
Quarter 4		11,039,076,648.00
Transfers to Kenya railway corporation		
Quarter 1	3,249,571,854.00	
Quarter 2	2,312,569,426.70	
Quarter 3	5,611,294,863.00	
Quarter 4	5,100,694,253.50	
Transfer to RDLF OPERATIONS A/C	44,860,887.00	
Transfer to National Treasury	32,500,000,000.00	
Bank Balances	2,223,277,463.76	-
	51,042,268,747.96	51,042,268,747.96

***STATE DEPARTMENT FOR TRANSPORT
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Annex 10- Reports

The following financial reports generated and should be attached as appendices to these financial statements.

- i. Trial Balance
- ii. FO30 (Bank reconciliations) for all bank accounts
- iii. Certificate of balances

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Appendix III: Transfer from Government Entities

S/N	Value Date as per bank statement	Nature of Receipt dev/rec	Transaction References	Total Amount
1	1-Jul-24	Deposits	FT24183HJXC9	93,984,892.00
2	2-Jul-24	Deposits	FT241842Y08J	38,353,835.00
3	3-Jul-24	Deposits	FT24185HGVQL	112,263,392.00
4	4-Jul-24	Deposits	FT2418606L8D	88,528,039.00
5	5-Jul-24	Deposits	FT24187M625C	96,603,496.00
6	8-Jul-24	Deposits	FT24190N2YGO	71,111,932.00
7	9-Jul-24	Deposits	FT241914ZX6H	90,736,769.00
8	10-Jul-24	Deposits	FT24192QPWTJ	81,623,344.00
9	11-Jul-24	Deposits	FT241933LT33	114,636,985.00
10	12-Jul-24	Deposits	FT241944DS64	118,776,827.00
11	15-Jul-24	Deposits	FT24197KJ90M	97,390,213.00
12	16-Jul-24	Deposits	FT241989DB9Q	138,756,520.00
13	17-Jul-24	Deposits	FT241999R9TN	101,946,554.00
14	18-Jul-24	Deposits	FT24200WWXHK	126,607,149.00
15	19-Jul-24	Deposits	FT24201PCBYK	102,057,135.00
16	22-Jul-24	Deposits	FT2420486SL7	168,455,968.00
17	23-Jul-24	Deposits	FT24205JSKVK	175,677,002.00
18	24-Jul-24	Deposits	FT242068LJGF	104,490,448.00
19	25-Jul-24	Deposits	FT242077X989	126,464,026.00
20	26-Jul-24	Deposits	FT24208VGD4S	75,264,138.00
21	29-Jul-24	Deposits	FT24211QTZZ7	98,503,874.00
22	30-Jul-24	Deposits	FT24212L0P1Y	173,903,758.00
23	31-Jul-24	Deposits	FT24213ZB750	67,893,459.00
24	1-Aug-24	Deposits	FT24214ZC6LN	146,802,227.00
25	2-Aug-24	Deposits	FT24215036H9	166,142,456.00
26	5-Aug-24	Deposits	FT24218C4GZ3	115,447,872.00
27	6-Aug-24	Deposits	FT24219H9P2W	141,825,145.00
28	7-Aug-24	Deposits	FT24220G8KFF	84,087,374.00
29	8-Aug-24	Deposits	FT24221Y473P	78,081,718.00
30	9-Aug-24	Deposits	FT24222081HG	99,694,926.00
31	12-Aug-24	Deposits	FT242254WSHJ	119,716,705.00
32	13-Aug-24	Deposits	FT242268TD3F	120,868,072.00
33	14-Aug-24	Deposits	FT24227T7TDM	87,970,421.00
34	15-Aug-24	Deposits	FT242288C5BT	105,178,911.00

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35	16-Aug-24	Deposits	FT24229T3ZV5	91,712,457.00
36	19-Aug-24	Deposits	FT242321GKZ0	105,895,099.00
37	20-Aug-24	Deposits	FT24233RZQLV	211,480,785.00
38	21-Aug-24	Deposits	FT242341PQSQ	134,026,507.00
39	22-Aug-24	Deposits	FT24235W66HD	148,098,845.00
40	23-Aug-24	Deposits	FT242361RD1S	94,395,011.00
41	26-Aug-24	Deposits	FT24239NJCQ5	83,340,175.00
42	27-Aug-24	Deposits	FT242402FWM8	128,396,118.00
43	28-Aug-24	Deposits	FT24241MWCCS	109,266,372.00
44	29-Aug-24	Deposits	FT24242K4R6Z	124,785,803.00
45	30-Aug-24	Deposits	FT24243QDMQV	198,324,358.00
46	2-Sep-24	Deposits	FT24246HLZMT	83,677,364.00
47	3-Sep-24	Deposits	FT24247Z80M9	114,573,517.00
48	4-Sep-24	Deposits	FT24248LWMQY	110,039,112.00
49	5-Sep-24	Deposits	FT242496TH6X	104,779,362.00
50	6-Sep-24	Deposits	FT24250MSHFT	176,983,021.00
51	9-Sep-24	Deposits	FT24253H0S2S	110,162,647.00
52	10-Sep-24	Deposits	FT242545DQ1F	132,705,801.00
53	11-Sep-24	Deposits	FT242557PC12	210,941,363.00
54	12-Sep-24	Deposits	FT24256X14P1	107,642,479.00
55	13-Sep-24	Deposits	FT24257PRDD3	85,935,686.00
56	16-Sep-24	Deposits	FT24260RC9NF	98,413,177.00
57	17-Sep-24	Deposits	FT24261YJQRT	159,145,403.00
58	18-Sep-24	Deposits	FT242620VKCP	109,974,066.00
59	19-Sep-24	Deposits	FT24263GT70X	113,837,161.00
60	20-Sep-24	Deposits	FT24264VL906	109,539,552.00
61	23-Sep-24	Deposits	FT24267CHMXT	133,787,608.00
62	24-Sep-24	Deposits	FT242687K52Q	167,270,803.00
63	25-Sep-24	Deposits	FT24269N2CD3	129,659,763.00
64	26-Sep-24	Deposits	FT24270DZCP6	135,501,546.00
65	27-Sep-24	Deposits	FT24271YNSYS	79,543,087.00
66	30-Sep-24	Deposits	FT242746F3V3	61,260,412.00
67	1-Oct-24	Deposits	FT24275Q9R1H	189,583,349.00
68	2-Oct-24	Deposits	FT24276SLZ3Q	142,204,044.00
69	3-Oct-24	Deposits	FT24277KD4FQ	111,990,764.00
70	4-Oct-24	Deposits	FT242789318Q	107,468,441.00
71	7-Oct-24	Deposits	FT24281JMIX5	179,477,830.00
72	8-Oct-24	Deposits	FT2428235D92	152,240,665.00

**STATE DEPARTMENT FOR TRANSPORT
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73	9-Oct-24	Deposits	FT24283RQM4X	89,998,791.00
74	11-Oct-24	Deposits	FT24285ZMCLY	100,202,974.00
75	14-Oct-24	Deposits	FT2428829F8K	41,302,847.00
76	16-Oct-24	Deposits	FT24290XD4DH	12,861,932.00
77	17-Oct-24	Deposits	FT24291XB73Y	314,941,677.00
78	18-Oct-24	Deposits	FT242925YT2Y	117,418,272.00
79	22-Oct-24	Deposits	FT24296ZSYJ5	106,075,829.00
80	23-Oct-24	Deposits	FT24297X44VS	198,153,815.00
81	24-Oct-24	Deposits	FT24298PCVWY	113,178,816.00
82	25-Oct-24	Deposits	FT242999JMPS	120,853,545.00
83	28-Oct-24	Deposits	FT24302YPRCL	185,367,509.00
84	29-Oct-24	Deposits	FT24303X2LQW	173,830,656.00
85	30-Oct-24	Deposits	FT243041PPH2	129,999,912.00
86	31-Oct-24	Deposits	FT24305CW87Q	112,897,742.00
87	1-Nov-24	Deposits	FT243060RJHJ	4,472,457.00
88	4-Nov-24	Deposits	FT24309WGQD8	143,733,338.00
89	5-Nov-24	Deposits	FT243103QZ9L	181,344,639.00
90	6-Nov-24	Deposits	FT24311WTHR4	27,891,576.00
91	7-Nov-24	Deposits	FT2431201RNT	30,969,887.00
92	8-Nov-24	Deposits	FT24313QRTVV	140,787,370.00
93	11-Nov-24	Deposits	FT24316N1SWW	32,103,243.00
94	12-Nov-24	Deposits	FT24317186SN	253,106,693.00
95	13-Nov-24	Deposits	FT2431874KSY	99,003,005.00
96	14-Nov-24	Deposits	FT24319983MN	61,327,808.00
97	15-Nov-24	Deposits	FT24320F225R	57,981,622.00
98	18-Nov-24	Deposits	FT243234SBG6	248,037,199.00
99	19-Nov-24	Deposits	FT24324FGS3F	120,619,011.00
100	20-Nov-24	Deposits	FT24325R42KZ	137,454,085.00
101	21-Nov-24	Deposits	FT24326CONKH	190,710,786.00
102	22-Nov-24	Deposits	FT24327L6H10	114,699,676.00
103	25-Nov-24	Deposits	FT24330VD4N3	100,423,832.00
104	26-Nov-24	Deposits	FT243316RTMD	171,448,792.00
105	27-Nov-24	Deposits	FT24332SB273	96,934,307.00
106	28-Nov-24	Deposits	FT24333WYLS1	123,386,177.00
107	29-Nov-24	Deposits	FT243343T2M7	107,941,145.00
108	2-Dec-24	Deposits	FT24337X56TC	225,051,686.00
109	3-Dec-24	Deposits	FT24338G6LLP	355,493,302.00
110	4-Dec-24	Deposits	FT243394F1RW	90,715,347.00

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111	5-Dec-24	Deposits	FT24340B39GY	98,890,596.00
112	6-Dec-24	Deposits	FT24341G9LTQ	96,608,341.00
113	9-Dec-24	Deposits	FT243447LS4V	93,286,655.00
114	10-Dec-24	Deposits	FT24345CQJJP	149,576,182.00
115	11-Dec-24	Deposits	FT24346V4KS1	128,848,836.00
116	13-Dec-24	Deposits	FT24348YZ9QS	142,621,042.00
117	16-Dec-24	Deposits	FT24351C156J	145,670,417.00
118	17-Dec-24	Deposits	FT24352ZML8X	276,119,717.00
119	18-Dec-24	Deposits	FT2435375WS2	134,591,941.00
120	19-Dec-24	Deposits	FT24354N5LF5	130,318,408.00
121	20-Dec-24	Deposits	FT24355TCTPK	86,750,466.00
122	23-Dec-24	Deposits	FT24358K89GB	109,511,393.00
123	24-Dec-24	Deposits	FT24359T8DG5	134,833,669.00
124	27-Dec-24	Deposits	FT24362ZFFV50	151,276,088.00
125	30-Dec-24	Deposits	FT24365F7ZT3	80,094,569.00
126	31-Dec-24	Deposits	FT243662CM6D	160,841,013.00
127	2-Jan-25	Deposits	FT25002223D5	255,330,155.00
128	3-Jan-25	Deposits	FT25003C7DJL	126,680,908.00
129	6-Jan-25	Deposits	FT25006Q7PT	150,330,180.00
130	7-Jan-25	Deposits	FT25007F5TXR	195,050,831.00
131	8-Jan-25	Deposits	FT25008K8KJ8	188,035,838.00
132	9-Jan-25	Deposits	FT25009WWQLH	136,695,882.00
133	10-Jan-25	Deposits	FT25010Q26X4	141,459,671.00
134	13-Jan-25	Deposits	FT25013CRG51	232,699,440.00
135	14-Jan-25	Deposits	FT250146RJN2	231,832,915.00
136	15-Jan-25	Deposits	FT25015D110C	143,852,704.00
137	16-Jan-25	Deposits	FT25016W3GWS	148,694,955.00
138	17-Jan-25	Deposits	FT250172YYTG	186,281,526.00
139	20-Jan-25	Deposits	FT25020486ZV	115,772,029.00
140	21-Jan-25	Deposits	FT25021QGY8R	214,093,178.00
141	22-Jan-25	Deposits	FT250225WXX5	129,894,770.00
142	23-Jan-25	Deposits	FT25023XGDRK	207,821,129.00
143	24-Jan-25	Deposits	FT25024Y48D1	115,060,595.00
144	27-Jan-25	Deposits	FT25027J0CD1	102,277,353.00
145	28-Jan-25	Deposits	FT250281JTCC	154,961,399.00
146	29-Jan-25	Deposits	FT25029ZTBZX	131,883,181.00
147	30-Jan-25	Deposits	FT25030TDMX5	157,328,738.00
148	31-Jan-25	Deposits	FT25031YCLSL	99,532,854.00

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149	3-Feb-25	Deposits	FT25034W6PKQ	178,153,604.00
150	4-Feb-25	Deposits	FT25035S1900	445,456,980.00
151	5-Feb-25	Deposits	FT250362XDMX	126,442,610.00
152	6-Feb-25	Deposits	FT25037XNDZQ	137,566,163.00
153	7-Feb-25	Deposits	FT25038GMT1D	94,337,987.00
154	10-Feb-25	Deposits	FT25041293FV	150,801,395.00
155	11-Feb-25	Deposits	FT25042HKNVZ	137,271,528.00
156	12-Feb-25	Deposits	FT250433NVVB	108,465,824.00
157	13-Feb-25	Deposits	FT25044WDG7S	171,837,118.00
158	14-Feb-25	Deposits	FT25045CZ8GK	203,760,111.00
159	17-Feb-25	Deposits	FT250486V6BV	112,801,273.00
160	18-Feb-25	Deposits	FT25049Q51FS	175,665,301.00
161	19-Feb-25	Deposits	FT25050F97NC	194,854,702.00
162	20-Feb-25	Deposits	FT250511VX1C	188,111,259.00
163	21-Feb-25	Deposits	FT2505236T2C	98,702,037.00
164	24-Feb-25	Deposits	FT250557VLPS	124,727,920.00
165	25-Feb-25	Deposits	FT25056CV328	155,644,948.00
166	26-Feb-25	Deposits	FT25057V4GQM	297,120,182.00
167	27-Feb-25	Deposits	FT25058751WG	207,977,330.00
168	28-Feb-25	Deposits	FT2505947SZX	131,319,565.00
169	3-Mar-25	Deposits	FT2506241LX0	94,998,945.00
170	4-Mar-25	Deposits	FT25063JZV0C	135,791,726.00
171	5-Mar-25	Deposits	FT250643FWKD	100,193,820.00
172	6-Mar-25	Deposits	FT250654KNV5	204,606,055.00
173	7-Mar-25	Deposits	FT250668NS03	109,382,351.00
174	10-Mar-25	Deposits	FT25069GKX23	114,825,100.00
175	11-Mar-25	Deposits	FT25070S4X7M	200,403,071.00
176	12-Mar-25	Deposits	FT25071VSR5L	270,879,187.00
177	13-Mar-25	Deposits	FT25072WGRXL	146,580,270.00
178	14-Mar-25	Deposits	FT25073LH4NX	134,023,702.00
179	17-Mar-25	Deposits	FT25076QB0YQ	138,603,455.00
180	18-Mar-25	Deposits	FT25077B4RSC	136,031,524.00
181	19-Mar-25	Deposits	FT250787Q3HT	120,243,887.00
182	20-Mar-25	Deposits	FT25079Q8DFJ	206,145,906.00
183	21-Mar-25	Deposits	FT25080CP6J4	184,045,921.00
184	24-Mar-25	Deposits	FT25083KG7QH	139,250,268.00
185	25-Mar-25	Deposits	FT250842QTD2	237,284,716.00
186	26-Mar-25	Deposits	FT25085GJKD2	119,445,175.00

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187	27-Mar-25	Deposits	FT250863QBXD	198,432,014.00
188	28-Mar-25	Deposits	FT250878G668	121,376,961.00
189	1-Apr-25	Deposits	FT25091WROWT	356,059,401.00
190	2-Apr-25	Deposits	FT250929X7KW	136,255,506.00
191	3-Apr-25	Deposits	FT25093C68P0	130,113,998.00
192	4-Apr-25	Deposits	FT250947L2PR	120,603,059.00
193	7-Apr-25	Deposits	FT250974TV34	130,149,702.00
194	8-Apr-25	Deposits	FT2509875ZJN	265,432,649.00
195	9-Apr-25	Deposits	FT25099CP91C	110,718,881.00
196	10-Apr-25	Deposits	FT25100MM6ZC	122,202,387.00
197	11-Apr-25	Deposits	FT25101HR4P3	150,342,299.00
198	14-Apr-25	Deposits	FT25104X62VC	193,312,391.00
199	15-Apr-25	Deposits	FT251052BPRD	154,986,630.00
200	16-Apr-25	Deposits	FT251069ZKVS	145,850,584.00
201	17-Apr-25	Deposits	FT25107NY6N1	148,740,593.00
202	22-Apr-25	Deposits	FT25112WDYS4	199,675,265.00
203	23-Apr-25	Deposits	FT25113Y9WJ0	168,403,238.00
204	24-Apr-25	Deposits	FT25114FZW75	125,333,534.00
205	25-Apr-25	Deposits	FT251150N81T	200,964,542.00
206	28-Apr-25	Deposits	FT25118GTLR2	256,744,229.00
207	29-Apr-25	Deposits	FT25119RSNZQ	313,564,476.00
208	30-Apr-25	Deposits	FT25120QTGZT	141,180,650.00
209	2-May-25	Deposits	FT251229B9G2	242,801,343.00
210	5-May-25	Deposits	FT25125GFZLW	216,988,447.00
211	6-May-25	Deposits	FT25126H6JTV	195,983,325.00
212	7-May-25	Deposits	FT25127H1SCZ	139,892,456.00
213	8-May-25	Deposits	FT25128C04ZC	194,251,246.00
214	9-May-25	Deposits	FT25129CPN7P	202,131,533.00
215	12-May-25	Deposits	FT25132MJ04Z	113,014,022.00
216	13-May-25	Deposits	FT25133PNMLH	165,199,734.00
217	14-May-25	Deposits	FT251344VTXX	160,391,039.00
218	15-May-25	Deposits	FT25135S98Z8	113,355,776.00
219	16-May-25	Deposits	FT25136SB42R	174,015,858.00
220	19-May-25	Deposits	FT25139Q6VNO	148,388,382.00
221	20-May-25	Deposits	FT25140NH5WY	233,280,239.00
222	21-May-25	Deposits	FT25141FMHRP	117,965,705.00
223	22-May-25	Deposits	FT25142S5HQ9	166,253,010.00
224	23-May-25	Deposits	FT25143LNC3F	109,340,998.00

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225	26-May-25	Deposits	FT25146XMGBM	155,234,406.00
226	27-May-25	Deposits	FT25147JFVBZ	226,339,872.00
227	28-May-25	Deposits	FT2514881JW7	167,472,291.00
228	29-May-25	Deposits	FT25149R8SX4	143,129,575.00
229	30-May-25	Deposits	FT25150SFZBL	160,315,261.00
230	3-Jun-25	Deposits	FT25154DP9MY	273,899,666.00
231	4-Jun-25	Deposits	FT251553HVZD	220,018,448.00
232	5-Jun-25	Deposits	FT25156QMQP8	186,612,774.00
233	9-Jun-25	Deposits	FT251607BKLQ	164,050,235.00
234	10-Jun-25	Deposits	FT25161YNQGH	187,619,496.00
235	11-Jun-25	Deposits	FT25162L1KTG	160,957,937.00
236	12-Jun-25	Deposits	FT251639FQF5	260,719,841.00
237	13-Jun-25	Deposits	FT25164F0TB0	181,884,099.00
238	16-Jun-25	Deposits	FT25167KSK2D	137,585,383.00
239	17-Jun-25	Deposits	FT25168GJJ7X	165,366,346.00
240	18-Jun-25	Deposits	FT25169S26Z6	147,626,938.00
241	19-Jun-25	Deposits	FT25170BS3FR	207,248,836.00
242	20-Jun-25	Deposits	FT25171GLYH6	129,359,090.00
243	23-Jun-25	Deposits	FT25174RVMZ4	106,569,329.00
244	24-Jun-25	Deposits	FT25175JQB2C	228,357,291.00
245	25-Jun-25	Deposits	FT25176LFB3Y	145,273,070.00
246	26-Jun-25	Deposits	FT25177N72LX	178,719,694.00
247	27-Jun-25	Deposits	FT251787Y2MT	174,950,963.00
248	30-Jun-25	Deposits	FT25181K8B85	666,280,790.00
		TOTAL		36,789,076,648.00

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Appendix IV- Inter-Entity Confirmation Letter