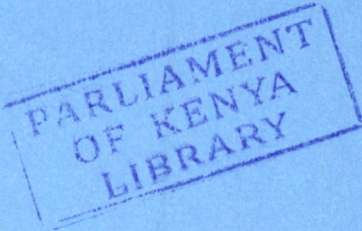


REPUBLIC OF KENYA



Enhancing Accountability

REPORT



OF

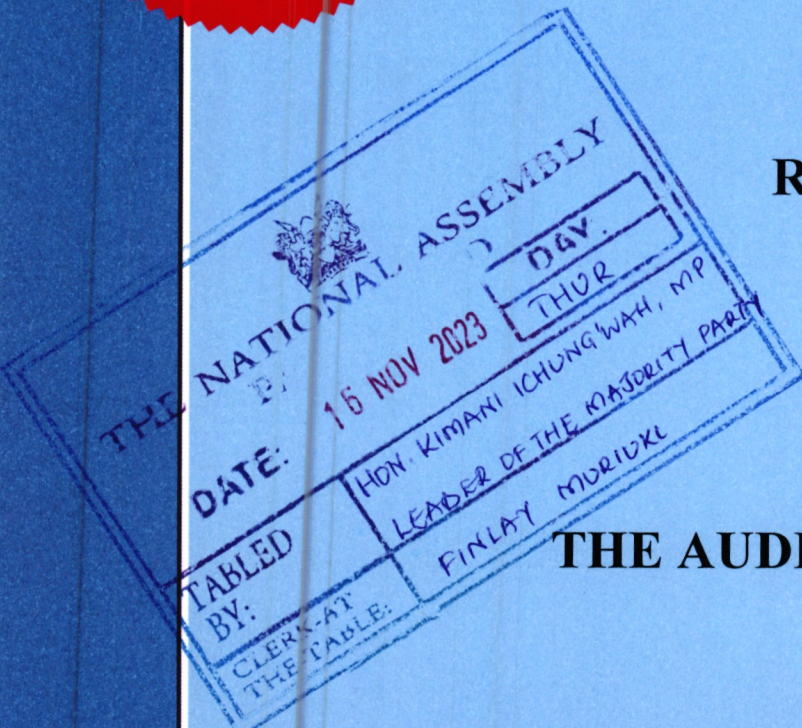
THE AUDITOR-GENERAL

ON

**PORT REITZ/MOI INTERNATIONAL
AIRPORT ACCESS (C110) ROAD (FIDIC
EPC/TURNKEY BASED) PROJECT**

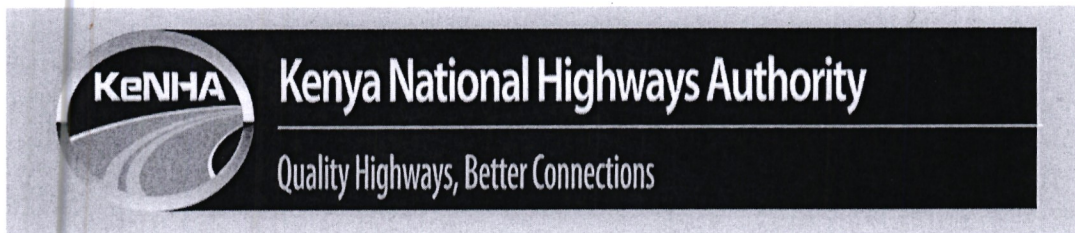
**FOR THE YEAR ENDED
30 JUNE, 2023**

KENYA NATIONAL HIGHWAYS AUTHORITY





MINISTRY OF ROADS AND TRANSPORT



PROJECT NAME: PORT REITZ/MOI INTERNATIONAL AIRPORT ACCESS (C110) ROAD PROJECT

IMPLEMENTING ENTITY: KENYA NATIONAL HIGHWAYS AUTHORITY

PROJECT GRANT/CREDIT NUMBER.....N/A.....

ANNUAL REPORT AND FINANCIAL STATEMENTS

**FOR THE FINANCIAL YEAR ENDED
JUNE 30, 2023**

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

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1. Acronyms and Glossary of Terms

CBK	Central Bank of Kenya
CPA	Certified Public Accountant
EIA	Environmental Impact Assessment
EIK	Environmental Institute of Kenya
FY	Financial Year
GK	Government of Kenya
ICPAK	Institute of Certified Public Accountants of Kenya
IPSAS	International Public Sector Accounting Standards
JKIA	Jomo Kenyatta International Airport
KeNHA	Kenya National Highways Authority
KISM	Kenya Institute of Supplies and Management
Kshs.	Kenya Shillings
MoRT	Ministry of Roads and Transport
NEMA	National Environment Management Authority
PAPs	Project Affected Persons
PFM	Public Finance Management.
PSASB	Public Sector Accounting Standards Board
SDG	Sustainable Development Goals
TMEA	Trade Mark East Africa
USD	United States Dollar

2. Project Information and Overall Performance

2.1 Name and registered office

Port Reitz/Moi International Airport Access (C110) Road project

Objective:

The project Road is a critical link from the Mombasa Port Kipevu West container terminal to the Northern Transport Corridor thus stimulating socio-economic development in the region. Once commissioned, the terminal will not only increase cargo handling capacity at the port but also will call for improved cargo off take from the port.

Currently, the Road is in fair condition with traffic flow bottlenecks at the major junctions and in particular the Port Reitz Junction and Magongo Road Junctions. In addition, the existing carriageway capacity is way below the designed traffic volumes upon commissioning the terminal. Therefore there was need for the improvement of the road to address the issues identified above ahead of the commissioning of the terminal.

Address: Barabara Plaza
Jomo Kenyatta International Airport (JKIA) off Mazao Road
Nairobi Kenya

Contacts: Director General
Kenya National Highways Authority
Po Box 49712-00100
Nairobi
Telephone: (254) 020 495000
E-mail: dg@Kenha.co.ke
Website: www.kenha.co.ke

2.2 Project Information

Project Start Date:	7 th May, 2015
Project End Date:	27 th October, 2017
Project Engineer	Eng. Kevin Nyabuto
Project Sponsor:	Trade Mark East Africa (TMEA) Government of Kenya (GK)

Project Information and Overall Performance (Continued)

2.3 Project Overview

Line Ministry/State Department of the project	The project is under the supervision of State Department for Roads
Project number	N/A
Strategic goals of the project	The strategic goals of the project are as follows: (i) Improve cargo off take from the port (ii) Reduce the vehicle operating cost and facilitate the transport of goods and passengers to and from the container terminal and Moi International Airport. (iii) Enhance social economic development of the people around the project area.
Achievement of strategic goals	Implementation of the project in timely, efficient and effective manner.
Other important background information of the project	The project is jointly financed by TradeMark East Africa (TMEA) and The Government of Kenya (GK). In the financing agreement, TMEA contribution is 68% of the construction cost and the GK contribution is 32%
Project duration	2 Years

2.4 Bankers

Co-operative Bank of Kenya
Upper Hill Branch
Po Box
Nairobi.

National Bank of Kenya
Hill Branch
P.O Box
Nairobi

2.5 Independent Auditors

The project is audited by the Office of the Auditor-General

Project Information and Overall Performance (Continued)

2.6 Roles and Responsibilities

List of the people who are working on the project.

Names	Title designation	Key qualification	Responsibilities
Eng. Henry Gakuru	Ag. Director-Development	Registered Engineer	Project Implementing Team Leader
Eng. Kevin Nyabuto	Deputy Director-Special Projects	Registered Engineer	Project Engineer
Mr. Walter B. Nyatwang'a	Deputy Director Environment & Social Interests	NEMA Lead Expert, Member-EIK	Project Safeguards Specialist
Mr. Chanje Kera	Deputy Director-Finance & Accounts	Certified Public Accountant of Kenya	Project Financial Specialist
Ms. Levina K. Wanyonyi	Deputy Director-Supply Chain Management	Member-KISM	Project Procurement Specialist

2.7 Funding summary

The Project was for duration of 24.2 calendar months from 7th May, 2015 to 8th May, 2017 and defects notification period of 24 months with an approved budget of USD 59,834,256 equivalent to Kshs. 6,049,374,905 as highlighted in the table below:

A. Source of Funds

Source of funds	Donor Commitment		Amount Received to date - (30.06.2023)		Undrawn balance to date - (30.06.2023)	
	USD	Kshs	USD	Kshs	USD	Kshs
	(A)	(A')	(B)	(B')	(A)-(B)	(A')-(B')
(i) Grant						
TradeMark East Africa (TMEA)	20,000,000	2,022,044,000	17,707,539	1,790,271,185	2,292,461	231,772,815
(ii) Counterpart funds						
Government of Kenya	39,837,798	4,027,689,041	39,837,798	4,027,689,041	-	-
Total	59,837,798	6,049,733,041	57,545,338	5,817,960,226	2,292,461	231,772,815

Project Information and Overall Performance (Continued)

B. Application of Funds

Application of funds	Amount received to date - (30.06.2023)		Cumulative Amount paid to date - (30.06.2023)		Unutilised balance to date - (30.06.2023)	
	Donor currency	Kshs	Donor currency	Kshs	Donor currency	Kshs
	(A)	(A')	(B)	(B')	(A)-(B)	(A')-(B')
(i) Grant						
TradeMark East Africa (TMEA)	17,707,539	1,790,271,185	17,707,539	1,790,271,185	-	-
(ii) Counterpart funds						
Government of Kenya	39,837,798	4,027,689,041	39,837,798	4,027,689,041	-	-
Total	57,545,338	5,817,960,226	57,545,338	5,817,960,226	-	-

2.8 Summary of Overall Project Performance:

(i) Budget performance against actual amounts for current year and for cumulative to-date: -

Budget	FY 2022/2023			Cumulative		
	Budget	Actual	%	Budget	Actual	%
	Kshs	Kshs		Kshs	Kshs	
Counterpart Funds - GoK	-	-	-	4,462,263,207	4,027,689,041	90%
Grant						
TMEA	-	-	-	2,950,000,000	1,790,271,185	61%
TOTAL	-	-	-	7,412,263,207	5,817,960,226	78%

(ii) Physical progress based on outputs, outcome and impacts since project commencement: -

	Outputs-Outcome			Impacts	
	Contract Sum Amount	Amount Certified to Date	Status	Time Elapsed (Months)	% of Time Elapsed
	KSh	KSh			
	2,797,802,578	2,796,733,402	100%	36.2	100%

The physical progress as at 30th June,2023 is 100% against time elapsed of 100%.

Project Information and Overall Performance (Continued)

(iii) Absorption rate for each year since the commencement of the project.

Financial Year	Budget	Actual	Percentage (%)
	Kshs	Kshs	
FY 2022/23	-	-	-
FY 2021/22	-	-	-
FY 2020/21	5,000,000	358,136	7%
FY 2019/20	275,581,985	123,480,786	45%
FY 2018/19	561,033,673	506,087,627	90%
FY 2017/18	963,792,681	784,776,341	81%
FY 2016/17	2,866,754,171	1,872,403,273	65%
FY 2015/16	2,130,100,697	1,961,620,449	92%
FY 2014/15	610,000,000	569,233,614	93%
Total	7,412,263,207	5,817,960,226	78%

(iv) Comment on value for money achievements.

- The project procurement process was conducted through International Competitive Bidding (ICB) which results in excellent value for money.
- The authority (KeNHA) had put in place adequate checks & balances on appointment of the works supervision consultant who oversees the project implementation on daily basis in consultation and subsequent approvals from the employer and the bank.
- In addition to works supervision, the consultant undertook design review prior to commencement of roads construction works to reduce uncertainties.
- Regular auditing of the project by Internal Auditors, External Auditors and Quality Assurance Departments.
- Project site review meetings by the Development Partners through supervision missions
- Monthly site meetings that involve the employer, the consultant and the contractor.

2.9 Summary of Project Compliance:

There are no significant cases of non-compliance with applicable laws and regulations, and essential external financing agreements/covenants, which has been reported.

3. Statement of Performance Against Project's Predetermined Objectives

Introduction

The key development objectives of the project are:

- a) To improve cargo off take from the port of Mombasa
- b) To reduce the vehicle operating cost and facilitate the transport of goods and passengers to and from the container terminal and Moi International Airport
- c) To enhance social economic development of the people around the project area

Progress on attainment of Strategic development objectives

For purposes of implementing and cascading the above development objectives to specific sectors, all the development objectives were made specific, measurable, achievable, realistic and time-bound (SMART) and converted into development outcomes. Attendant indicators were identified for reasons of tracking progress and performance measurement.

Below we provide the progress on attaining the stated objectives:

Objective	Outcome	Indicator	Performance
To improve cargo off take from the port	Reduced congestion in Mombasa town. Reduced travel time between Mombasa and Malaba	Increased volume of Import Export trade handled at the port of Mombasa.	Improved turnaround time at the Port of Mombasa
To reduce the vehicle operating cost and facilitate the transport of goods and passengers to and from the container terminal and Moi International Airport	Reduced congestion in Mombasa town.	Increased volume of Import Export trade handled at the port of Mombasa.	Improvement of traffic movement at intersections
To enhance social economic development of the people around the project area	Improved air quality along the project road hence improved health among communities along the project road.	Reduced CO ₂ concentration along the project road as a result of reduced traffic congestion	Trade volumes have increased along the project road as a result of ease of access to business premises.

4. Environmental and Sustainability Reporting

Port Reitz/Moi International Airport (C110) Road Project exists to transform lives. This is our purpose; the driving force behind everything we do. It's what guides us to deliver our strategy. Below is a brief highlight of our activities that drive towards sustainability.

1. Sustainability strategy and profile

Sustainable Development Goals (SDGs) 2015-2030 provides a plan of action for the people and prosperity. Five out of the seventeen goals are pertinent to management of projects being undertaken by the Authority. These are being addressed through the following initiatives;

- a) *Good health and well-being (SDG 3)*: The Authority strives to undertake Road Safety Audits to identify accident black spots, implement intervention measures and provide road safety education to reduce accidents;
- b) *Gender Equality (SDG 5)*: The Authority encourages mainstreaming of gender equality in project and programmes by incorporating compliance to one third gender rule in procurement and recruitment;
- c) *Industry, innovation and infrastructure (SDG 9)*: The Authority develops quality, reliable, sustainable and resilient infrastructure including regional and trans-border infrastructure to support economic development and human wellbeing with a focus on affordable and equitable access for all;
- d) *Sustainable cities and communities (SDG 11)*: The Authority endeavours to extend the paved road network to hitherto underserved areas in the region to improve nationwide access to high speed and all – weather connectivity; and
- e) *Climate action (SDG 13)*: The Authority endeavours to combat negative impacts of road development through environmental mitigation, climate change measures and compliance with National Environment Management Authority (NEMA) requirements in all development projects

2. Environmental performance

The Authority is working towards ensuring environmental sustainability in projects by undertaking tree planting exercises, implementation of road beautification programs, enforce reinstatement of

Environmental and Sustainability Reporting (Continued)

quarries and borrow pits after construction works, undertakes regular Environmental Impact Assessment (EIA) Audits, carries out M&E on Environment and Social Management Plan (ESMPs) as well as Environmental Social Impact Assessment (ESIA) on projects.

While executing works, the Contractor continued to perform air quality management such as regularly dampening of deviations and other dust-prone accesses to lay dust; Sprinkling of stockpiles (mainly the quarry dust) at the construction camp; control of construction vehicle speed limits along the deviations and dusty accesses; regularly servicing of vehicles and other machinery to control exhaust gas emissions, maintenance of the asphalt and concrete batching plants including the dust collection systems to ensure effectiveness in dust collection.

3. Employee welfare

In all its staff appointments, the Authority takes deliberate actions to embrace Equal Employment Opportunity policies, gender mainstreaming, addresses concerns around Persons Living with Disabilities (PWDs) and takes affirmative action in line with prevailing Government Policy guidelines. The Authority prioritizes training to develop technical capacity of staff in the fields of Value Engineering, Project Financing, Project, Contract Management, Performance Based Maintenance and Safety.

4. Market place practices

The Authority strives to ensure responsible competition practices through undertaking annual governance audits in projects, monitoring the implementation of policies and further promotes ethical conduct in projects. The Authority equally sensitizes staff on corruption and integrity.

The Authority undertakes to be actively involved in the negotiations during budget sector hearings in order to increase budgetary allocations for projects thus honouring contracts by paying its liabilities on time.

5. Community Engagements

During the implementation of the Project, the Authority is committed to remaining a responsible corporate citizen by being accountable for its actions through engaging in Public Participation. The Project's goal in terms of community engagement is to ensure that the projects foster long-term

Environmental and Sustainability Reporting (Continued)

relationships with stakeholders and communities around the project. The aim is not just to build roads that foster development but to ensure collaboration with the local communities to achieve sustainable development. The project staff is also encouraged to give back to society by participating in the Authority's corporate social responsibility projects.

During the project execution, the Contractor continued to offer employment opportunities to the locals as casuals. The Contractor also carried out awareness and education on HIV and protection against the disease and other sexually transmitted diseases.

To enhance social safeguards in projects, the Authority undertakes Resettlement Action Plan (RAP) studies and implements its recommendations, carries out Social Impact Assessments (SIA), undertakes gender mainstreaming and conduct stakeholders' forum to sensitize the public in several cross-cutting issues.

5. Statement of Project Management Responsibilities

The Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project are responsible for the preparation and presentation of the Project's financial statements, which give a true and fair view of the state of affairs of the Project for and as at the end of the financial year ended on June 30, 2023. This responsibility includes: (i) maintaining adequate financial management arrangement 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 Project; (iii) designing, implementing and maintaining internal controls relevant to the preparation and fair presentation of the financial statement, and ensuring that they are free from material misstatements, whether due to error or fraud; (iv) safeguarding the assets of the Project; (v) selecting and applying appropriate accounting policies; and (vi) making accounting estimates that are reasonable in the circumstances.

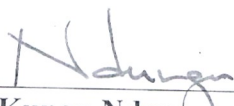
The Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project accept responsibility for the Project's financial statements, which have been prepared on the Cash Basis Method of Financial Reporting, using appropriate accounting policies in accordance with International Public Sector Accounting Standards.

The Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project are of the opinion that the Project's financial statements give a true and fair view of the state of Project's transactions during the financial year ended June 30, 2023, and of the Project's financial position as at that date. The Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project further confirm the completeness of the accounting records maintained for the Project, which have been relied upon in the preparation of the Project financial statements as well as the adequacy of the systems of internal financial control.

The Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project confirm that the Project has complied fully with applicable Government Regulations and the terms of external financing covenants, and that Project funds received during the financial year under audit were used for the eligible purposes for which they were intended and were properly accounted for.

Approval of the Project financial statements


The Project financial statements were approved by the Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project on 23 SEP 2023 and signed by them.



Eng. Kungu Ndungu
Director General



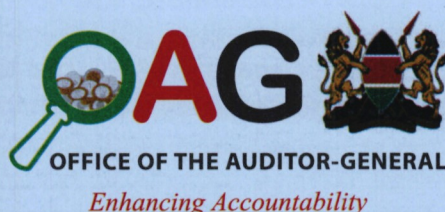
Eng. Henry Gakuru
Ag. Director-Development



CPA Chanje Kera
Deputy Director (F&A)

REPUBLIC OF KENYA

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HEADQUARTERS
Anniversary Towers
Monrovia Street
P.O. Box 30084-00100
NAIROBI

REPORT OF THE AUDITOR-GENERAL ON PORT REITZ/MOI INTERNATIONAL AIRPORT ACCESS (C110) ROAD (FIDIC EPC/TURNKEY BASED) PROJECT FOR THE YEAR ENDED 30 JUNE, 2023 - KENYA NATIONAL HIGHWAYS AUTHORITY

PREAMBLE

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

- A. Report on the 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 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 Government achieves value for money and that such funds are applied for the intended purpose.
- 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, the risk management environment, and the internal controls developed and implemented by those charged with governance for orderly, efficient and effective operations of the entity.

An unmodified opinion does not necessarily mean that an entity has complied with all relevant laws and regulations and that its internal controls, risk management and governance systems are properly designed and were working effectively in the financial year under review.

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

Opinion

I have audited the accompanying financial statements of Port Reitz/Moi International Airport Access (C110) Road Project set out on pages 1 to 18, which comprise of the

Report of the Auditor-General on Port Reitz/Moi International Airport Access (C110) Road (FIDIC EPC/Turnkey Based) Project for the year ended 30 June, 2023 - Kenya National Highways Authority

statement of financial assets as at 30 June, 2023, the statement of receipts and payments, 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, the financial statements present fairly, in all material respects, the financial position of Port Reitz/Moi International Airport Access (C110) Road Project as at 30 June, 2023 and of its financial performance and its cash flows for the year then ended, in accordance with International Public Sector Accounting Standards (Cash Basis) and comply with the Financing Agreement FIDIC EPC/Turnkey Based between Trademark East Africa and the Government of the Republic of Kenya and Public Finance Management Act, 2012.

The audit was conducted in accordance with International Standards of Supreme Audit Institutions (ISSAIs). I am independent of the Port Reitz/Moi International Airport Access (C110) Road Project Management in accordance with ISSAI 130 on 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 opinion.

Key Audit Matters

Key Audit Matters are those matters that, in my professional judgment, are of most significance in the audit of the financial statements. There were no key audit matters to report in the year under review.

Other Matter

1. Unbudgeted and Unsupported Pending Bills

Annex 4 to the financial statements and Note 1 of other important disclosures to the financial statements reflects pending accounts payable balance of Kshs.822,548,139 for the year ending 30 June, 2023. As previously reported the balance is made up of previous years pending accounts payable of Kshs.29,624,000 with regard to 0.047Ha unsettled land compensation and Kshs.792,924,139 in respect to construction of civil works. It was noted that during the year under review, the project had no budget and there was no financial activity. No explanation was provided as to why the project management continues to disclose pending bills on unsettled land compensation and construction of civil works of Kshs.792,924,139 without making provision on how to settle the bills. Further, the accounts payable balance of Kshs.822,548,139 was not supported with a ledger and other relevant documents.

In the circumstances, the project is at risk of incurring additional cost in form of interest and penalties for failure to settle project related costs as and when they fall due.

2. Project Closure Report

As disclosed under paragraph 1.2 of Project Information and Overall Performance, the Project commenced on 26 November, 2010 with a closure date of 31 October, 2015. That the project closure report was not provided for audit review. Management did not provide an explanation for the failure to close the project, eight (8) years after the closure date.

REPORT ON LAWFULNESS AND EFFECTIVENESS IN USE OF PUBLIC RESOURCES

Conclusion

As required by Article 229(6) of the Constitution, based on the audit procedures performed, I confirm that, nothing 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

The audit was conducted in accordance with ISSAI 4000. The standard requires 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 are in compliance, 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 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 Management and those Charged with Governance

Management is responsible for the preparation and fair presentation of these financial statements in accordance with International Public Sector Accounting Standards (Cash 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 overall governance.

In preparing the financial statements, Management is responsible for assessing the Project's ability to continue to sustain services, disclosing as applicable, matters related to sustainability of services and using the applicable basis of accounting unless Management is aware of the intention to terminate the Project or cease operations.

Management is also responsible for the submission of the financial statements to the Auditor-General in accordance with the provisions of Section 47 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 are in compliance 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 Project'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

The audit objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion in accordance with the provisions of Section 48 of the Public Audit Act, 2015 and submit the audit report in compliance with Article 229(7) of the Constitution. 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 and weakness 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 addition to the audit of the financial statements, a compliance audit is planned and performed to express a conclusion about whether, 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 accordance with the provisions of Article 229(6) of the Constitution and submit the audit report in compliance with Article 229(7) of the Constitution.

Further, in planning and performing the audit of the financial statements and audit of compliance, I consider internal controls 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 and submit the audit report in compliance with Article 229(7) of the Constitution. My consideration of the internal controls would not necessarily disclose all matters in the internal controls that

might be material weaknesses under the ISSAIs. A material weakness is a condition in which the design or operation of one or more of the internal control components does not reduce to a relatively low level the risk that misstatements caused by error or fraud in amounts that would be material in relation to the financial statements being audited may occur and not be detected within a timely period by employees in the normal course of performing their assigned functions.

Because of its inherent limitations, internal controls may not prevent or detect misstatements and instances of non-compliance. Also, projections of any evaluation of effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the Projects' policies and procedures may deteriorate.

As part of an audit conducted in accordance with ISSAIs, I exercise professional judgement and maintain professional skepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal controls.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Management.
- Conclude on the appropriateness of the Management's use of the applicable basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Projects' ability to continue to sustain services. If I conclude that a material uncertainty exists, I am required to draw attention in the auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my audit report. However, future events or conditions may cause the Projects to cease to continue to sustain its services.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information and business activities of the Projects to express an opinion on the financial statements.
- Perform such other procedures as I consider necessary in the circumstances.

I communicate with the Management regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal controls that are identified during the audit.

I also provide Management with a statement that I have complied with relevant ethical requirements regarding independence and to communicate with them all relationships and other matters that may reasonably be thought to bear on my independence and where applicable, related safeguards.


CPA Nancy Gathungu CBS
AUDITOR-GENERAL

Nairobi


13 October, 2023


**Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30, 2023**


7. Statement of Receipts and Payments for the year ended 30th June 2023

Note	FY 2022/23			FY 2021/22			Cumulative to Date
	Kshs			Kshs			
	Receipts & Payments Controlled by the Entity	Payments Made by the Third Parties	Total	Receipts & Payments Controlled by the Entity	Payments Made by the Third Parties	Total	
	Kshs	Kshs	Kshs	Kshs	Kshs	Kshs	Kshs
1	-	-	-	-	-	-	4,027,689,041
2	-	-	-	-	-	-	1,790,271,185
	-	-	-	-	-	-	5,817,960,226
3	-	-	-	-	-	-	16,747,907
4	-	-	-	-	-	-	5,801,212,319
	-	-	-	-	-	-	5,817,960,226
	-	-	-	-	-	-	-

The accounting policies and explanatory notes to these financial statements are an integral part of the financial statements.


Eng. Kungu Ndungu
Director General


Eng. Henry Gakuru
Ag. Director-Development


CPA Chanje Kera
Deputy Director (F&A)
ICPAK Member No. 8279

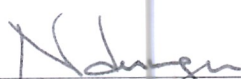
ICPAK Member No. 8279

**6. Report of the Independent Auditors on the Financial Statements for Port Reitz / Moi
International Airport Access (C110) Road Project**

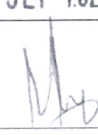
8. Statement of Financial Assets as at 30th June 2023

Description	Note	FY 2022/23 Kshs	FY 2021/22 Kshs
Financial Assets			
Cash and Cash Equivalents			
Bank Balances	5A	-	-
Cash Balances		-	-
Cash Equivalents (short-term deposits)		-	-
Total Cash and Cash Equivalents		-	-
Accounts Receivables		-	-
Total Financial Assets		-	-
Financial Liabilities			
Payables- Deposits and Retentions	6	-	-
Net Assets		-	-
Represented By			
Fund balance b/fwd	7	-	-
Prior year adjustments		-	-
Surplus/(Deficit) for the year		-	-
Net Financial Position		-	-

The accounting policies and explanatory notes to these financial statements form an integral part of the financial statements. The financial statements were approved on 23 SEP 2023 and signed by:


Eng. Kungu Ndungu
Director General

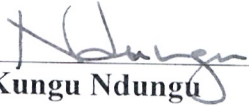

Eng. Henry Gakuru
Ag. Director-Development



CPA Chanje Kera
Deputy Director (F&A)
ICPAK Member No. 8279

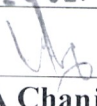
9. Statement of Cashflow for the year ended 30th June 2023

Description	Note	2022/2023 Kshs	2021/2022 Kshs
Cashflows from operating activities			
Receipts			
Transfer from Government entities	1	-	-
Proceeds from domestic and foreign grants	2	-	-
Total Receipts		-	-
Payments			
Purchase of goods and services	3	-	-
Total Payments		-	-
Net cash flow from operating activities		-	-
Cashflow from Investing Activities			
Acquisition of Assets	4	-	-
Net cash flows from Investing Activities		-	-
Cashflow from Financing Activities			
Net cash flow from financing activities		-	-
Net Increase in Cash and Cash Equivalent		-	-
Cash and cash equivalent at BEGINNING of the year		-	-
Cash and cash equivalent at END of the year		-	-

The accounting policies and explanatory notes to these financial statements form an integral part of the financial statements. The entity financial statements were approved on 23 SEP 2023 and signed by:


Eng. Kungu Ndungu
Director General

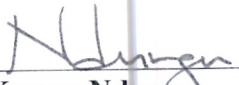

Eng. Henry Gakuru
Ag. Director-Development


CPA Chanje Kera
Deputy Director (F&A)
ICPAK Member No. 8279


10. Statement of Comparison of Budget and Actual Amounts for the year ended 30th June 2023

Receipts/Payments 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 %
Receipts						
Transfer from Government entities	-	-	-	-	-	-
Proceeds from Grants-Direct Payments	-	-	-	-	-	-
Total Receipts	-	-	-	-	-	-
Payments						
Purchase of goods and services	-	-	-	-	-	-
Acquisition of non-financial assets	-	-	-	-	-	-
Total Payments	-	-	-	-	-	-
Surplus/Deficit	-	-	-	-	-	-

Note: The significant budget utilisation/performance differences in the last column are explained in **Annex 2** to these financial statements.


Eng. Kungu Ndungu
Director General


Eng. Henry Gakuru
Ag. Director-Development


CPA Chanje Kera
Deputy Director (F&A)
ICPAK Member No. 8279

11. Significant Accounting Policies

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

(a) Statement of compliance and basis of preparation

The financial statements have been prepared in accordance with Cash-basis IPSAS financial reporting under the cash basis of accounting, as prescribed by the PSASB and set out in the accounting policy note below. This cash basis of accounting has been supplemented with accounting for; a) receivables that include imprests and salary advances and b) payables that include deposits and retentions. The financial statements comply with and conform to the form of presentation prescribed by the PSASB.

The accounting policies adopted have been consistently applied to all the years presented.

(b) Reporting entity

The financial statements are for Port Reitz/Moi International Airport (C110) Road Project under Kenya National Highways Authority as required by Section 81 of the PFM Act, 2012.

(c) Reporting currency

The financial statements are presented in Kenya Shillings (Kshs), which is the functional and reporting currency of the Project and all values are rounded to the nearest Kenya Shilling.

(d) Recognition of receipts

Port Reitz/Moi International Airport (C110) Road Project recognises all receipts from the various sources when the event occurs and the related cash has actually been received by the Government.

i) Transfers from the Exchequer

Transfer from Exchequer is to be recognized in the books of accounts when cash is received. Cash is considered as received when payment instruction is issued to the bank and notified to the receiving entity.

ii) External Assistance

External assistance is received through grants and loans from multilateral and bilateral development partners.

Significant Accounting Policies (Continued)

iii) Other receipts

These include Appropriation-in-Aid and relates to receipts such as proceeds from disposal of assets and sale of tender documents. These are recognized in the financial statements at the time associated cash is received.

iv) Donations and grants

Grants and donations shall be recognized in the books of accounts when cash is received. Cash is considered as received when a payment advice is received by the recipient entity or by the beneficiary. In case of grant/donation in kind, such grants are recorded upon receipt of the grant item and upon determination of the value. The date of the transaction is the value date indicated on the payment advice.

v) Proceeds from borrowing

Borrowing includes external loans acquired by the Project or any other debt the Project may take and will be treated on cash basis and recognized as a receipt during the year they were received.

vi) Undrawn external assistance

These are loans and grants at reporting date as specified in a binding agreement and relate to funding for the Project currently under development where conditions have been satisfied or their on-going satisfaction is highly likely and the project is anticipated to continue to completion. An analysis of the Project's undrawn external assistance is shown in the funding summary

(e) Recognition of payments

The Project recognises all payments when the event occurs and the related cash has actually been paid out by the Project.

- **Compensation of employees**

Salaries and Wages, Allowances, Statutory Contribution for employees are recognized in the period when the compensation is paid.

- **Use of goods and services**

Goods and services are recognized as payments in the period when the goods/services are consumed and paid for. If not paid for during the period where goods/services are consumed, they shall be disclosed as pending bills.

- **Interest on borrowing**

Borrowing costs that include interest are recognized as payment in the period in which they are incurred and paid for.

- **Repayment of borrowing (principal amount)**

Significant Accounting Policies (Continued)

The repayment of principal amount of borrowing is recognized as payment in the period in which the repayment is made. The stock of debt is disclosed as an annexure to the consolidated financial statements.

- **Acquisition of fixed assets**

The payment on acquisition of property plant and equipment items is not capitalized. The cost of acquisition and proceeds from disposal of these items are treated as payments and receipts

items respectively. Where an asset is acquired in a non-exchange transaction for nil or nominal consideration and the fair value of the asset can be reliably established, a contra transaction is recorded as receipt and as a payment.

A fixed asset register is maintained by each public entity and a summary provided for purposes of consolidation. This summary is disclosed as an annexure to the consolidated financial statements.

(f) In-kind donations

In-kind contributions are donations that are made to the Project in the form of actual goods and/or services rather than in money or cash terms. These donations may include vehicles, equipment or personnel services. Where the financial value received for in-kind contributions can be reliably determined, the Project includes such value in the statement of receipts and payments both as receipts and as payments in equal and opposite amounts; otherwise, the contribution is not recorded.

(g) Cash and cash equivalents

Cash and cash equivalents comprise cash on hand and cash at bank, short-term deposits on call and highly liquid investments with an original maturity of three months or less, which are readily convertible to known amounts of cash and are subject to insignificant risk of changes in value. Bank account balances include amounts held at the Central Bank of Kenya and at various commercial banks at the end of the financial year. For the purposes of these financial statements, cash and cash equivalents also include short term cash imprests and advances to authorised public officers and/or institutions which were not surrendered or accounted for at the end of the financial year

(h) Restriction on cash

Restricted cash represents amounts that are limited/restricted from being used to settle a liability for at least twelve months after the reporting period. This cash is limited for direct use as required by stipulation. Amounts maintained in deposit bank accounts are restricted for use in refunding third part deposits

(i) Imprests and Advances

For the purposes of these financial statements, imprests and advances to authorised public officers and/or institutions which were not surrendered or accounted for at the end of the financial year are treated as receivables. This is in recognition of the government practice where the imprest payments are recognized as payments when fully accounted for by the imprest or AIE holders. This is an

Significant Accounting Policies (Continued)

enhancement to the cash accounting policy. Other accounts receivables are disclosed in the financial statements.

(j) Contingent Liabilities

A contingent liability is:

- a) A possible obligation that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the entity; or
- b) A present obligation that arises from past events but is not recognised because:
 - i) It is not probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation; or
 - ii) The amount of the obligation cannot be measured with sufficient reliability.

Some of contingent liabilities may arise from: litigation in progress, guarantees, indemnities. Letters of comfort/ support, insurance, Public Private Partnerships.

The Entity 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.

Section 89 (2) (i) of the PFM Act requires the National Government to report on the payments made, or losses incurred, by the county government to meet contingent liabilities as a result of loans during the financial year, including payments made in respect of loan write-offs or waiver of interest on loans

(k) Contingent Assets

Port Reitz/Moi International Airport (C110) Road Project 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 Port Reitz/Moi International Airport (C110) Road Project 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.

(l) Pending bills

Pending bills consist of unpaid liabilities at the end of the financial year arising from contracted goods or services during the year or in past years. As pending bills do not involve the payment of cash in the reporting period, they recorded as 'memorandum' or 'off-balance' items to provide a sense of the overall net cash position of the Project at the end of the year. When the pending bills are finally settled,

Significant Accounting Policies (Continued)

such payments are included in the statement of receipts and payments in the year in which the payments are made.

(m) Budget

The budget is developed on a comparable accounting basis (cash basis), the same accounts classification basis (except for accounts receivable – outstanding imprest and clearance accounts and accounts payable – deposits, which are accounted for on an accrual basis), and for the same period as

the financial statements. The Project's budget was approved as required by Law and National Treasury Regulations, as well as by the participating development partners, as detailed in the Government of

Kenya Budget Printed Estimates for the year. The Development Projects are budgeted for under the MDAs but receive budgeted funds as transfers and account for them separately. These transfers are recognised as inter-entity transfers and are eliminated upon consolidation.

A high-level assessment of the Project's actual performance against the comparable budget for the financial year/period under review has been included in an annex to these financial statements.

(n) Third party payments

Included in the receipts and payments, are payments made on its behalf by to third parties in form of loans and grants. These payments do not constitute cash receipts and payments and are disclosed in the payment to third parties column in the statement of receipts and payments.

(o) Exchange rate differences

The accounting records are maintained in the functional currency of the primary economic environment in which the Project operates, Kenya Shillings. Transactions in foreign currencies during the year/period are converted into the functional currency using the exchange rates prevailing at the dates of the transactions. Any foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised in the statements of receipts and payments.

(p) Comparative figures

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

(q) 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, 2023.

Significant Accounting Policies (Continued)

(r) Prior period adjustments

Prior period adjustments relate to errors and other adjustments noted arising from previous year(s).

There were no prior year adjustments on the financial statements for the year ended June 30, 2023

12. Notes to Financial Statements

1. Transfers from Government Entities

These represent counterpart funding and other receipts from government as follows:

	FY 2022/23	FY 2021/22	Cumulative to-date
	Kshs	Kshs	
Counterpart funding through Ministry of Transport and Infrastructure			
Counterpart funds Quarter 1	-	-	936,841,062
Counterpart funds Quarter 2	-	-	1,267,314,630
Counterpart funds Quarter 3	-	-	596,797,997
Counterpart funds Quarter 4	-	-	1,226,735,352
Total	-	-	4,027,689,041

2. Proceeds from Domestic and Foreign Grants

During the 12 months to 30 June 2023 we did not receive grants from donors. (Financial Year 2021/2022, Nil) Financing agreement lapsed in Financial Year 2019/2020

3. Purchase of Goods and Services

	FY 2022/23			FY 2021/22	Cumulative to date
	Payments Made in Cash	Payments made by third parties	Total Payments	Total Payments	
	KSh	KSh	KSh	Kshs	Kshs
Domestic Travel & Subsistence	-	-	-	-	13,936,378
Hospitality Supplies	-	-	-	-	1,711,685
Printing, Adverts & Information Supplies	-	-	-	-	1,099,844
Total	-	-	-	-	16,747,907

Notes to the Financial Statements (Continued)

4. Acquisition of Non-Financial Assets

Item	FY 2022/23			FY 2021/22	Cumulative to date
	Payments made in Cash	Payments made by third parties	Total Payments	Total Payments	
	Kshs	Kshs	Kshs	Kshs	
Research, studies, project preparation, design & supervision	-	-	-	-	652,333,308
Construction of Roads	-	-	-	-	2,571,737,091
Acquisition of land	-	-	-	-	2,577,141,920
Total	-	-	-	-	5,801,212,319

5. Cash and Cash Equivalents Carried Forward

	FY 2022/23	FY 2021/22
	Kshs	Kshs
Bank accounts (Note 5A)	-	-
Total	-	-

5A Bank Accounts

	FY 2022/23	FY 2021/22
	Kshs	Kshs
Local Currency Accounts		
National Bank of Kenya Ltd Retention [A/c No. 0100132733200]	-	-
Co-operative Bank of Kenya Exchequer [A/c No. 01141160979900]	-	-
Total bank account balances	-	-

6. Deposits and Retention Monies

Description	FY 2022/23	FY 2021/22
	Kshs	Kshs
Retentions	-	-
Total	-	-

Notes to the Financial Statements (Continued)

7. Fund Balance Brought Forward

	FY 2022/23	FY 2021/22
	Kshs	Kshs
Bank accounts	-	-
Total	-	-

8. Changes in Accounts Deposits and Retentions

Description	FY 2022/23	FY 2021/22
	Kshs	Kshs
Deposits and Retentions as at 1 st July	-	-
Closing Accounts Payables as at 30 th June	-	-
Change in Deposit and Retention	-	-

Other Important Disclosures

1. Pending Accounts Payable (See Annex 4)

Description	Balance b/f FY 2021/2022	Additions for the year	Paid during the year	Balance c/f FY 2022/23
	Kshs	Kshs	Kshs	Kshs
Construction of civil works	792,924,139	-	-	792,924,139
Lands Compensation	29,624,000	-	-	29,624,000
Total	822,548,139	-	-	822,548,139

*Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30, 2023*

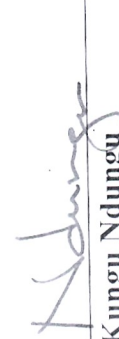
13. Annexes

Annex 1: Prior Year Auditor – General’s Recommendations

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status:	Timeframe
1	<p><u>Basis for Qualified Opinion</u> Cash and Cash Equivalents The statement of financial assets reflects nil cash and cash equivalents balance. However, management did not provide bank statements, bank balance certificate and board of survey certificate to support the balance.</p>	<p>The Authority maintains a single exchequer bank account where all Exchequer funds received are channelled which is in line with the National Treasury circular on rationalization of bank accounts being operated by entities. From the single exchequer bank the authority maintains a cash book that provides amongst other details:</p> <ul style="list-style-type: none"> • The Project codes • The Project description and • The vendor to whom an amount relates to. <p>From this single cashbook therefore, transactions for a particular project can be filtered through the Project Code and Project Description which ensures accuracy of the balances reported in the project financial statements. Further, total receipts from the parent ministry are equally confirmed at the end of each financial year as per the exchequer confirmation which was availed during the audit exercise.</p>	Resolved	Resolved
2	<p><u>Other Matter</u> Unbudgeted for and Unsupported pending Bills</p>	As indicated in Statement of Comparison of Budget	Not	Continuous

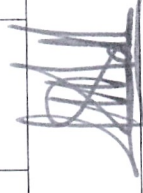
**Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30, 2023**

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status:	Timeframe
	<p>Note 12 to the financial statements reflects pending accounts payable balance of Kshs. 822,548,139 as at 30 June, 2022. The Balance is made up of previous year's pending accounts payable of Kshs. 29,624,000 and additions of Kshs. 792,924,139 during the year under review. However, Management did not provide documents to support the additions of Kshs. 792,924,139. In addition, an accounts payable register was not maintained as required by the National Treasury Circular No. 5/2020 of 25 February, 2020 which requires accounts payable balances in the financial statements to be supported with accounts payable register as per the format prescribed in the circular.</p>	<p>and Actuals Amounts for the Year Ended 30 June 2022, the Authority had budgeted for Kshs 30,000,000 which was to be utilized to settle pending bill of Kshs 29,624,000. However, this had to be adjusted during the budget revision in FY 2021/22 as the National Land Commission (NLC) had not provided correct valuation details for the additional land acquired of 0.0047 Ha. The Authority continues to liaise with the NLC to ensure this matter is resolved.</p> <p>We wish to clarify that the additional pending bill of Kshs 792,924,139 relates to the contractor's final payment certificate which was received during FY 2021/22. Further, accounts payable balance is supported by Annex 3 of the Annual Report and Financial Statements in compliance with the 2022 revised reporting template provided by Public Sector Accounting Standards Board (PSASB)</p>	Resolved	Resolved


Eng. Kungu Ndungu
 Director General

23 SEP 2023

Date



Eng. Henry Gakuru
 Ag. Director-Development

23 SEP 2023

Date

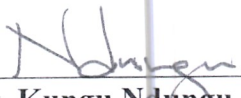
*Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30,2023*

Annex 2: Variance Explanations - Comparative Budget and Actual Amounts for Current FY

	Final Budget	Actual on Comparable Basis	Budget Utilisation Difference	% of Utilization	Comments on Variance
	a	b	c=a-b	d=b/a %	
Receipts During the Year/Period					
Government of Kenya	-	-	-	-	Project Completed
Total Receipts	-	-	-	-	
Payments During the Year/Period					
Purchase of goods and services	-	-	-	-	
Acquisition of non-financial assets	-	-	-	-	Project Completed
Total Payments	-	-	-	-	


Annex 3: Reconciliation of Inter-Entity Transfers

Project Name:		Port Reitz/Moi International Airport Access (C110) Road Project		
Break down of Transfers from the State Department of Infrastructure				
a. Government Counterpart Funding				
		<u>Bank Statement Date</u>	<u>Amount (KShs)</u>	<u>FY to which the amounts relate</u>
		-	-	-
	Total	-	-	-


 Eng. Kungu Ndungu
 Director General

23 SEP 2023

Date


 CPA Chanje Kera
 Deputy Director (F&A)
 ICPAK Member No. 8279

23 SEP 2023

Date

*Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30,2023*

Annex 4: Analysis of Pending Bills

Supplier of Goods/Services	Date Contracted	Original Amount	Amount Paid To-Date	Outstanding Balance	Outstanding Balance	Comments
				2023	2022	
		a	b	c=a-b		
Civil Works						
China Wu Yi	01.03.2022	792,924,139	-	792,924,139	792,924,139	Final Cert
Sub-total		792,924,139	-	792,924,139	792,924,139	
Land Compensation		2,606,765,920	2,577,141,920	29,624,000	29,624,000	
Grand-Total		3,399,690,059	2,577,141,920	822,548,139	822,548,139	

Annex 5: Summary of Fixed Assets Register

Asset class	Opening Cost	Purchases/Additions in the Year	Disposals in the Year	Closing Cost
	(Kshs)	(Kshs)	(Kshs)	(Kshs)
	2022/23	2022/23	2022/23	2023
	(a)	(b)	(c)	(d)= (a)+ (b)-(c)
Land	2,577,141,921	-	-	2,577,141,921
Construction of Roads	3,224,070,398	-	-	3,224,070,398
Total	5,801,212,319	-	-	5,801,212,319