



Approved for tabling.

BN  
SNA  
18/3/15

Laid in the Table of the House by  
the Hon. Maina Kamanda,

THE NATIONAL ASSEMBLY Chair - DC on Transport  
Public Works & Housing on 18/3/15  
ELEVENTH PARLIAMENT - (THIRD SESSION) Afternoon Sitting

J. Githau

DEPARTMENTAL COMMITTEE ON TRANSPORT, PUBLIC

WORKS AND HOUSING



REPORT ON THE PETITION REGARDING THE  
NORTHERN CORRIDOR TRANSPORT IMPROVEMENT  
PROJECT IN PARTICULAR LESSERU-KITALE-MARICH PASS  
(A1).

## Contents

1.0	EXECUTIVE SUMMARY .....	2
1.1.	PREFACE.....	2
1.2	MANDATE OF THE COMMITTEE .....	3
1.3	COMMITTEE COMPOSITION .....	4
1.4	CONSIDERATION OF THE PETITION .....	5
1.5	COMMITTEE OBSERVATION .....	5
1.6	RESPONSE TO THE PRAYERS IN THE PETITION .....	6
2.0.	ACKNOWLEDGMENT .....	7
3.0	SUBMISSIONS AND EVIDENCE .....	8
3.1	MEETING WITH THE PETITIONER .....	9
3.2	SUBMISSIONS FROM THE CABINET SECRETARY FOR TRANSPORT & INFRASTRUCTURE ON THE PETITION .....	9
4.0	MEETING WITH THE MINISTRY OFFICIALS FROM THE MINISTRY TRANSPORT & INFRASTRUCTURE..	10
4.1.	FINDING .....	10
4.2.	OBSERVATION.....	10
4.3.	RECOMMENDATION .....	10

## 1.0 EXECUTIVE SUMMARY

### 1.1. PREFACE

1.1. On Wednesday December 3<sup>rd</sup>, 2014, a petition was tabled before the House pursuant to Standing Order 225 (2)(a) by the Hon. David Pkosing Losiakon, MP,

2 | Page

Report of the Departmental Committee on Transport, Public Works & Housing on the petition regarding the Northern Corridor Transport Improvement Project in particular Lesseru-Kitale-Marich Pass (A1).

Member for Pokot South Constituency, on behalf of the residents of Pokot South Constituency, Chepareria Ward regarding the Northern Corridor Transport Improvement Project in particular Lesseru-Kitale-Marich Pass (A1).

Pursuant to Standing Order 227 (1), the petition was referred to the Departmental Committee on Transport, Public Works and Housing for consideration and preparation of a report within 60 days. The Committee considered the petition pursuant to the provisions of Standing Order 227 (1) and (2).

## **1.2 MANDATE OF THE COMMITTEE**

The Committee is established pursuant to the provisions of Standing Order No. 216, with the following terms of reference: -

- a) to investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned Ministries and departments;
- b) to study the programme and policy objectives of Ministries and departments and the effectiveness of the implementation;
- c) to study and review all legislation referred to it;
- d) to study, access and analyze the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
- e) to investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House or a Minister;
- f) to vet and report on all appointments where the Constitution or any law requires the National Assembly to approve, except those under Standing Order 204 (Committee on Appointments); and

g) to make reports and recommendations to the House as often as possible, including recommendation of proposed legislation.

The Committee is mandated to consider matters of, Transport, Roads, Public works, Construction, Maintenance of roads, rails and buildings, air, seaports and housing and oversees the following Government Ministry and State Department, namely: -

- a) Ministry of Transport and Infrastructure;
- b) State Department for Housing
- c) Directorate of Public Works and Urban Development

### **1.3 COMMITTEE COMPOSITION**

The Committee was constituted on May 20<sup>th</sup> 2013 and its membership is as follows:-

1. The Hon. Maina Kamanda, M.P. – (Chairperson)
2. The Hon. Eng. MahamudMaalim, M.P. – (ViceChairperson)
3. The Hon. Eng. Stephen Ngare, M.P.
4. The Hon. Ali Wario, M.P.
5. The Hon. Arch. David Kiaraho, M.P.
6. The Hon. Cecily Mbarire, M.P.
7. The Hon. Capt. Clement Wambugu, M.P.
8. The Hon. Eng. John Kiragu, M.P.
9. The Hon. Gideon Konchella, M.P.
10. The Hon. BarchileiKipruto, M.P.
11. The Hon. Mark Lomunokol, M.P.
12. The Hon. Grace Kipchoim, M.P.
13. The Hon. Mathias Robi, M.P.
14. The Hon. Joseph Lomwa, M.P.
15. The Hon. Peter Shehe, M.P.
16. The Hon. Stephen Manoti, M.P.
17. The Hon. Emmanuel Wangwe, M.P.

18. The Hon. K.K. Stephen Kinyanjui Mburu, M.P.

19. The Hon. Suleiman Dori, M.P.

20. The Hon. Edick Omondi Anyanga, M.P.

21. The Hon. Simon Nyaundi Ogari, M.P.

22. The Hon. Johnson Manya Naicca, M.P.

23. The Hon. Mishi Juma, M.P.

24. The Hon. Aduma Owuor, M.P.

25. The Hon. Chachu Ganya, M.P.

26. The Hon. Omar Mwinyi, M.P.

27. The Hon. Ahmed Abbas Ibrahim, M.P.

28. The Hon. Omulele Christopher, M.P.

29. The Hon. Mukwe James Lusweti, M.P.

#### **1.4 CONSIDERATION OF THE PETITION**

The Committee proceeded with the consideration of the petition by holding meetings to set up terms of reference and scheduling meetings.

The Committee in considering the petition invited and held meetings with the petitioner Hon. David Pkosing Losiakon, MP, and officials from the Ministry of Transport and Infrastructure. The purpose of the meetings was to respond to the issues raised in the petition. The meetings were held on 5<sup>th</sup> March 2015

#### **1.5 COMMITTEE OBSERVATION**

Having held meetings and considered the submissions made to the petition, the Committee observed that that the Kenya National Highways Authority (KeNHA) procured the services of a consultant to conduct Feasibility Studies, Details and Tender Documentation of Leseru – Kitale – Marich Pass section of Sudan Link Road. The existing longitudinal slope of Kamatira Hills is about 10-11% including sharp bends. The S-type curve at the lower section of Kamatira Hill is recognized as prone to accidents and therefore attracted special attention in the design.

## **1.6 RESPONSE TO THE PRAYERS IN THE PETITION**

In the petition, the petitioners had pray that National Assembly through the Committee, that:-

- I. The Kenya National Highways Authority (KeNHA) considers realignment of the road at Kamatira Hill from Sakat shopping Centre to Lounon Market.
- II. The gradient is done at internationally accepted standard of five per cent (5%).
- III. The realignment is done within the ongoing design and should not wait any longer.

In regards to the prayers of the petitioners, the Committee recommends that the Ministry Transport and Infrastructure engage the local community in the area with view to agree on the corridor and design of the road.

# THE NATIONAL ASSEMBLY

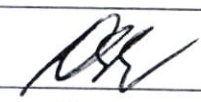
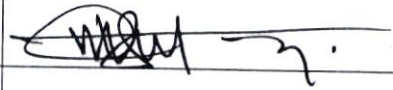
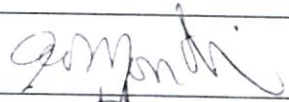

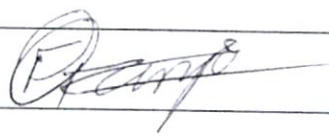
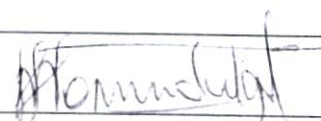


## ELEVENTH PARLIAMENT – 3<sup>RD</sup> SESSION

### DEPARTMENTAL COMMITTEE ON TRANSPORT, PUBLIC WORKS AND HOUSING

Adoption of the Report on the Petition by Hon. David Pkosing regarding the Northern Corridor Transport Improvement Project

NO.	MEMBER	SIGNATURE
1.	Hon. Maina Kamanda, MP (Chairperson)	
2.	Hon. (Eng.) Mohamed Maalim, MP (Vice Chairperson)	
3.	Hon. KK Stephen Kinyanjui Mburu, MP	
4.	Hon. Christopher Omulele, MP	
5.	Hon. (Eng.) Stephen Ngare, MP	
6.	Hon. Johnson M. Naicca, MP	
7.	Hon. (Eng.) John Kiragu, MP	
8.	Hon. Stephen K. Manoti, MP	
9.	Hon. Joseph Lomwa, MP	
10.	Hon. (Capt.) Clement M. Wambugu, MP	
11.	Hon. Emmanuel Wangwe, MP	
12.	Hon. Grace J. Kipchoim, MP	
13.	Hon. Cecily M. Mbarire, MP	

14	Hon. Mishi Juma Khamis, MP	
15	Hon. Peter Shehe, MP	
16	Hon. Omar Mwinyi, MP	
17	Hon. Suleiman Dori, MP	
18	Hon. Edick O. Anyanga, MP	
19	Hon. Aduma Owuor, MP	
20	Hon. Gideon Konchella, MP	
21	Hon. Abass Ahmed Ibrahim, MP	
22	Hon. Ali Wario, MP	
23	Hon. David Kiaraho, MP	
24	Hon. Barchilei Kipruto, MP	
25	Hon. Simon Nyaundi Ogari, MP	
26	Hon. Chachu Ganya, MP	
27	Hon. Mathias N. Robi, MP	
28	Hon. Mukwe James Lusweti, MP	
29	Hon. Mark Lomunokol, MP	

Mr. Samuel Kalama – First Clerk Assistant

For: CLERK OF THE NATIONAL ASSEMBLY

**2.0. ACKNOWLEDGMENT**

- 2.1. The Committee wishes to sincerely thank the Offices of the Speaker and the Clerk of the National Assembly for the necessary support extended to it in the execution of its mandate.
- 2.2. Being the Chairperson of the Committee, I take this opportunity to thank all the Members of the Committee for their patience, sacrifice, endurance and hard work during the long sitting hours under tight schedules which enabled us to complete the tasks within the stipulated period.
- 2.3. The Committee wishes to record its appreciation for the services rendered by the staff of the National Assembly attached to the Committee. Their efforts made the work of the Committee and the production of this Report possible.
- 2.4. Finally, it is now my pleasant duty, on behalf of the Departmental Committee on Transport, Public Works and Housing, to present this report to the House pursuant to the provisions of Standing Orders of the National Assembly.

SIGNED: .....  .....

**THE HON. MAINA KAMANDA, M.P.**  
**(CHAIRPERSON)**

**DEPARTMENTAL COMMITTEE ON TRANSPORT, PUBLIC WORKS AND HOUSING**

DATE: ..... *14/3/2015* .....

## 2.0 BACKGROUND INFORMATION

- 2.1 The Petition by **residents of Chepareria Ward, Pokot South Constituency** was presented to the House by the Hon. David Pkosing Losiakon, **On Wednesday December 3<sup>rd</sup>, 2014** pursuant to Standing Order No. 225 (2)(a), the petition was referred to the Parliamentary Committee on Transport, Public Works and Housing for consideration and preparation of a report within 60 days. The Committee considered the petition pursuant to the provisions of Standing Order 227 and 228.
- 2.2 In their petition, the petitioners wished to **draw the attention of the House that the Northern Corridor Transport Improvement Project and in particular Lesseru-Kitale-Marich Pass (A1)** is currently under design by Kenya National Highways Authority (KeNHA), Kitale-Marich Pass section was built to Bitumen standard from 1971 to 1985.
- 2.3 **That**, the road traverses sharp bends and hilly terrain and it has not been properly maintained.
- 2.4 **That**, the Kitale-Marich Pass section is a renowned black spot which has **occasioned forty seven fatalities and one hundred and ninety eight injuries.**
- 2.5 **That**, the effort by the former Member of Parliament to have this matter addressed by the relevant authorities has not been successful.

## 3.0 SUBMISSIONS AND EVIDENCE

Having been seized of the Petition pursuant to the Speaker's directions; the Committee commenced its investigations by summoning the Cabinet Secretary for Transport and Infrastructure on the **Thursday 5<sup>th</sup> March, 2015** to appear before it and answer to the Petitioners' concerns.

### **3.1 MEETING WITH THE PETITIONER**

The member appreciated the efforts taken by the ministry to address the concerns of the public. However, he drew the attention of the Committee on the concerns raised by the petitioners. The petitioners hold consultative meetings and resolved to have the corridor of the said road changed. To this end, the community has agreed to donate land for the change of the corridor. He further informed the Committee that members of the public will not co-operate with the ministry during the implementation of the project

### **3.2 SUBMISSIONS FROM THE CABINET SECRETARY FOR TRANSPORT & INFRASTRUCTURE ON THE PETITION**

The Ministry through Kenya National Highways Authority (KeNHA) procured the services of a consultant to conduct Feasibility Studies, Details and Tender Documentation of Leseru – Kitale – Marich Pass section of Sudan Link Road. The Consultant has completed the services and has submitted the Final Design Report to the Client. The procurement of works is expected to proceed subject to confirmation of funding arrangements.

The existing longitudinal slope of Kamatira Hills is about 10-11% including sharp bends. The S-type curve at the lower section of Kamatira Hill is recognized as prone to accidents and therefore attracted special attention in the design.

To improve the situation especially in view of the anticipated high future truck volumes the following improvements are incorporated in the design.

- i. The sharp hairpin curve on the top of Kaamatira Hills has been realigned and the radius of the curve has been widened from 100m to 200m. Further this realignment ensures that surrounding settlement needs not to be relocated.
- ii. The s-curve on the bottom of Kamatira Hills has been realigned and the radiuses have been widened from 135m to 215m and 140m to 220m respectively.
- iii. The longitudinal slope has been reduced to a maximum of 7.8% for a length of approx. 4.3 km.

To achieve the longitudinal grades, it became necessary to design deep cuts and high fills. The average cut in this section is about 15m with a maximum of 30m in short sections and the average fill is 20m with a maximum of 28m in short sections.

The following measures have been incorporated in the design to ensure slope protection of the embankment; top soiling, Hydro seeding, Planting Rock or gravel protection and Berms.

The Ministry undertook to hold consultative meetings with the local leadership with the view to redesign the road and come up with a consensus solution.

## **4.0 MEETING WITH OFFICIALS FROM THE MINISTRY TRANSPORT & INFRASTRUCTURE**

### **4.1. FINDINGS**

The Committee made the following finding.

**That:-**

The existing longitudinal slope of Kamatira Hills is about 10-11% including sharp bends. The S- type curve at the lower section of Kamatira Hill is recognized as prone to accidents and therefore attracted special attention in the design.

### **4.2. OBSERVATION**

The Committee made the following observation.

**That:-**

The danger in this terrain of the road is very prone to accident particularly the S- type curve at the lower section of Kamatira Hill.

### **4.3. RECOMMENDATION**

The Committee makes the following recommendations.

**That:-**

- I. The Ministry of Transport and Infrastructure engage the local community in the area with view to agree on the corridor and design of the road.

- II. The Ministry undertake a comprehensive review of the design of the road taking into consideration the views of the locals and technical specifications.



## **MINISTRY OF TRANSPORT & INFRASTRUCTURE**

### **PARLIAMENTARY PETITION ON DESIGN OF KAMATIRA HILL SECTION OF LESSERU –KITALE – MARICH PASS**

The Member of Parliament for Pokot South Constituency, Hon. David Pkosing Losiakou, MP, rose on the floor of the House and Petitioned the Speaker on behalf Chepareria Ward through the Chairperson of Departmental Committee on Transport, Public Works and Housing regarding the Design of Kamatira Hill section of Lesseru –Kitale – Marich Pass as follows:-

#### **Question:-**

- a) The Kenya National Highways Authority ( KeNHA) considers realignment of the road at Kamatira Hills from Sakat Shopping Centre to Lounon Market.
- b) the gradient is done at the internationally accepted standard of five per cent (5%),
- c) the resident is done within the ongoing design and should not wait any longer,

#### **Answers:**

#### **Mr. Speaker Sir, I beg to reply as follows:-**

1. The Ministry through Kenya National Highways Authority (KeNHA) procured the services of a consultant to conduct Feasibility Studies, Details and Tender Documentation of Leseru - kItale - Marich Pass section of

Sudan Link Road. The Consultant has completed the services and already submitted the Final Design Report to the Client. The procurement of works is expected to proceed subject to confirmation of funding arrangements.

### **Kamatira Hills**

The existing longitudinal slope of Kamatira Hills is about 10-11% including sharp bends. The S- type curve at the lower section of Kamatira Hill is recognized as prone to accidents and therefore attracted special attention in the design.

To improve the situation especially in view of the anticipated high future truck volumes the following improvements are incorporated in the design.

- i. The sharp hairpin curve on the top of Kaamatira Hills has been realigned and the radius of the curve has been widened from 100m to 200m. Further this realignment ensures that surrounding settlement needs not to be relocated.
- ii. The s-curve on the bottom of Kamatira Hills has been realigned and the radius have been widened from 135m to 215m and 140m to 220m respectively.
- iii. The longitudinal slope has been reduced to a maximum of 7.8% for a length of approx. 4.3 km.

To achieve the longitudinal grades, it became necessary to design deep cuts and high fills. The average cut in this section is about 15m with a maximum of 30m in short sections and the average fill is 20m with a maximum of 28m in short sections.

## **Slope Protection Measures**

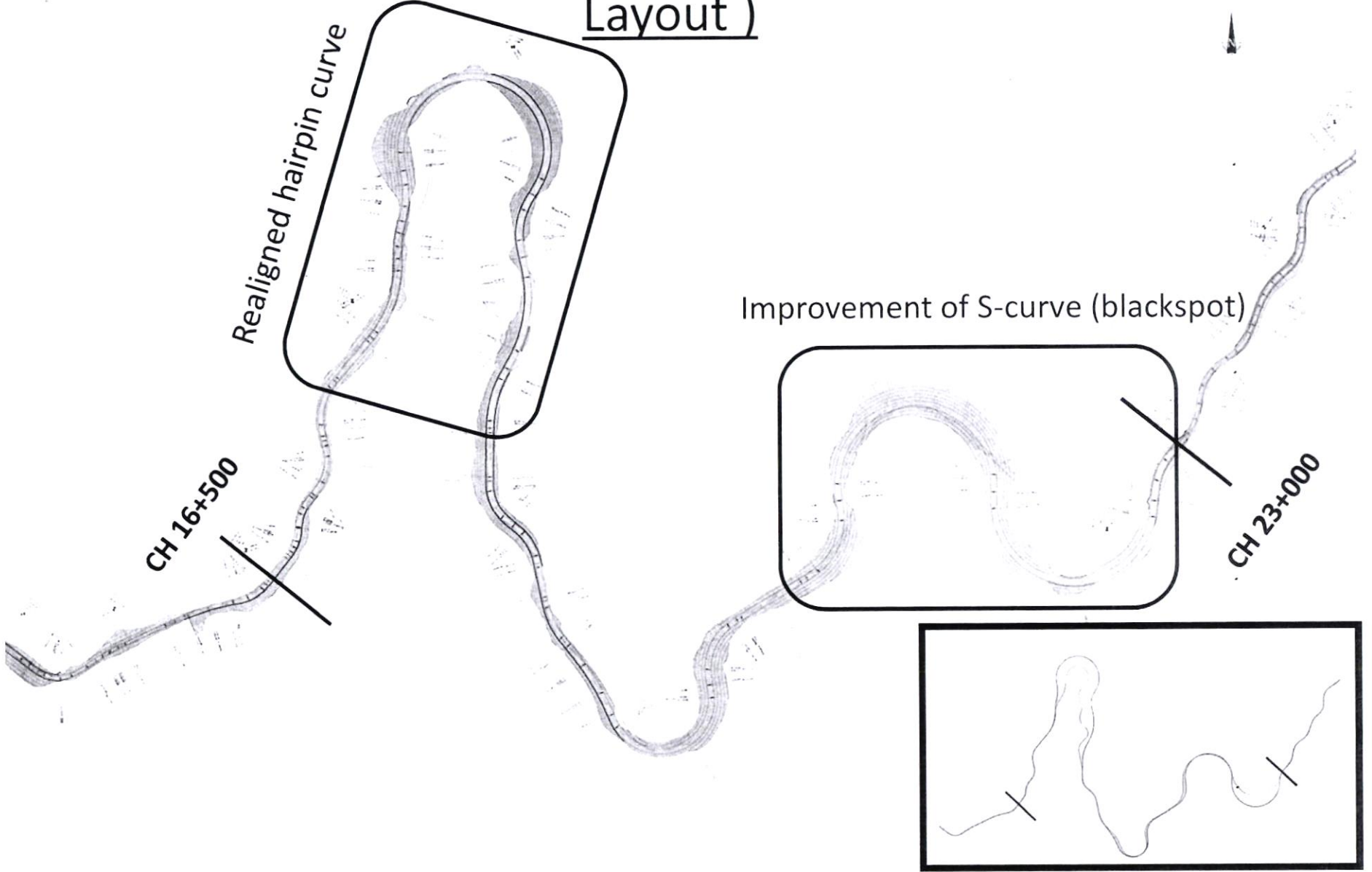
The following measures have been incorporated in the design to ensure slope protection of the embankment.

- Top soiling
- Hydroseeding
- Planting
- Rock or gravel protection
- Berms

**Eng. John K. Mosonik, EBS**  
**PRINCIPAL SECRETARY**

4<sup>th</sup> March, 2015

Layout )



Realigned hairpin curve

