



Kennedy Oduru on
28/06/2017
Mpon
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28/06/2017

THE NAIROBI CITY COUNTY ASSEMBLY

OFFICE OF THE CLERK

5TH SESSION

NBI CA. PLC. 2017 / (063)

28th June, 2017

PAPER LAID

Pursuant to Standing Order 180 (6) I beg to lay the following Paper on the Table of the Assembly, today Wednesday 28th June, 2017.

THE REPORT OF THE SECTORAL COMMITTEE ON TRANSPORT, ROADS AND PUBLIC WORKS ON THE CONSIDERATION OF THE SESSIONAL PAPER NO.1 OF 2017 ON THE NON MOTORIZED POLICY

(Chairperson, Sectoral Committee on Transport, Roads and Public Works)

Copies to:
The Speaker
The Clerk
Hansard Editor
Hansard Reporters
The Press

Approved
[Signature]

28th / 06 / 2017

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(T&J/RM/--/2017)

by - Hon. Kennedy Oduku
on 28/06/2017

GOVERNMENT OF NAIROBI CITY COUNTY

Also:
PCA (NSP)
28/06/2017



NAIROBI CITY COUNTY ASSEMBLY

OFFICE OF THE CLERK

(5TH SESSION)

NOTICE OF MOTION – (Chairperson, Sectoral Committee on Transport,
Roads and Public Works)

Hon. Speaker, I beg to give notice of the following motion:-

THAT, this Assembly adopts THE REPORT OF THE SECTORAL COMMITTEE ON TRANSPORT, ROADS AND PUBLIC WORKS ON THE CONSIDERATION OF THE SESSIONAL PAPER NO.1 OF 2017 ON THE NON-MOTORIZED POLICY, laid on the Table of the Assembly today Wednesday 28th June, 2017.

(Chairperson, Sectoral Committee on Transport, Roads and Public Works)

Approved
~~Signature~~
28th 106/2017

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by Hon. Kennedy Oduro
Mfori
PCA Clerk

28/06/2017

NAIROBI CITY COUNTY



**NAIROBI CITY COUNTY ASSEMBLY
FIRST ASSEMBLY - FIFTH SESSION**

**REPORT OF THE SECTORAL
COMMITTEE ON ROADS, TRANSPORT & PUBLIC WORKS**

ON

***THE CONSIDERATION OF THE SESSIONAL PAPER NO. 1 OF 2017 ON THE
NON MOTORIZED POLICY.***

**Clerks Chambers
Nairobi City County Assembly
City Hall Buildings
Nairobi**

JUNE 2017

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1.0 PREFACE

Mr. Speaker,

The Sectoral Committee on Roads, Transport & Public Works is established under Standing Order 191, and its mandate amongst others, as outlined under Standing Order 191 (5) is to:-

- a) investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned departments;*
- b) study the programme and policy objectives of departments and the effectiveness of the implementation;*
- c) study and review all county legislation referred to it;*
- d) study, assess and analyse the relative success of the departments as measured by the results obtained as compared with its stated objectives;*

- e) investigate and inquire into all matters relating to the assigned departments as they may deem necessary, and as may be referred to them by the County Assembly;*
- f) vet and report on all appointments where the Constitution or any law requires the County Assembly to approve, except those under Standing Order 185(Committee on Appointments); and*
- g) make reports and recommendations to the County Assembly as often as possible, including recommendation of proposed legislation.*

Committee Membership

The Committee comprises the following Members:-

- 1. Hon. Ken Oduru Nyarumba, MCA** – **Chairperson**
- 2. Hon. Martin Waweru Gichohi, MCA** – **Vice Chairperson**
3. Hon. Clarence K. Munga, MCA
4. Hon. Osman Adow Ibrahim, MCA
5. Hon. Samuel Irungu, MCA

6. Hon. Amos Mbuthia, MCA
7. Hon. Chege Mwaura, MCA
8. Hon. Amina Mohammed, MCA
9. Hon. William Abuka, MCA
10. Hon. Tabitha Ndigirigi, MCA
11. Hon. Maxwell Ochar, MCA
12. Hon. Mark Ndungu, MCA
13. Hon. Kennedy Ng'ondi, MCA
14. Hon. Dianah Kapeen, MCA
15. Hon. Anthony K. Karanja, MCA
16. Hon. Margaret Sewe, MCA
17. Hon. Ronald Milare, MCA

The Committee exercises oversight role on the work and administration of the
Roads, Transport & Public Works Sector.

In accordance with the Second Schedule of the Standing Orders, the Sectoral Committee is mandated to consider all matters relating to County transport, including county roads, street lighting, traffic and parking, public road transport, county public works and services including storm water management systems in built-up areas.

Mr. Speaker,

The Sessional Paper No.1 of 2017 on the Non-Motorized Transport was tabled in the County Assembly on 15th June, 2017 for approval in accordance with Section 8(1) (e) of the County Governments Act, 2012. The Sessional paper was thereafter committed to the Sectoral Committee on Roads, Transport & Public Works for consideration and report to the Assembly.

Mr. Speaker,

Mr. Speaker,

The Committee finds the Policy a bold step towards fixing the congestion challenges that have confronted the city. Though not exhaustively, the policy aims at restoring the city to its lost glory. The Committee finds that it is in the interest of Nairobi City County that the Non-Motorized policy be approved by the County Assembly so that its implementation can commence forthwith and guide the development process of Non-Motorized transport.

Mr. Speaker,

I am grateful to the Members of the Committee who committed their time to scrutinizing the Policy. Special thanks to the Office of the Speaker, Office of the Clerk and the Committee secretariat for their support. The Committee also extends its appreciation to the County Executive for working together with UNEP & Kenya Alliance of Resident Associations and acknowledges their efforts in developing the Policy.

On behalf of the Committee, I now have the honor and pleasure to present this Report on the consideration of the Sessional Paper No.1 of 2017 on the Non-Motorized transport for consideration and adoption.

Thank You,

SIGNED 

**Hon. Ken Oduru Nyarumba, MCA
(CHAIRPERSON)**

DATE 27th June 2017

On **Tuesday, 20th June, 2017**, the Committee held a meeting where Members were briefed on the content and objectives of the Policy. It's worth noting that the County Executive, UNEP & Kenya Alliance of Resident Associations (KARA) have worked in partnership towards the development of the Policy and that the Committee was engaged by the stakeholders during a workshop held in Naivasha during the period 7th-8th June 2017. The purpose of the workshop was to familiarize Members on the objectives of the policy.

Mr. Speaker,

Nairobi City County is not only the capital city of Kenya, but also an important commercial and industrial hub for East and Central African region. However, the city has faced perennial challenges such as traffic congestion, poor infrastructure, poor adherence to traffic rules by both motorists and pedestrians amongst others. ~~There are many ways in which policies can address the challenge of assisting~~ people to go about their business whilst making it easier for everyone to move around. One way is through the embracing the use of Non-Motorized transport (NMT) for our County which is expanding both in infrastructure and population. NMT can be defined as means of transport that includes walking, use of bicycles and tricycles for passenger and freight transport, the use of wheelbarrows and carts, animal transport (horses, camels, donkeys, mules and oxen) and animal-drawn carriages (such as sledges). NMT modes also include the use of wheelchairs, skateboards and strollers.

Mr. Speaker,

Upon scrutiny of the NMT Policy, the committee established that the policy aims at:-

1. Increasing mobility by reducing number of vehicles on the road by encouraging citizens to adopt NMT use as a mode of Transport;
2. Increasing safety to pedestrians and NMT users by including NMT facilities on our roads;
3. Improving amenities for NMT; and
4. Increasing presence of NMT in the City.

2.0 INTRODUCTION

Mr. Speaker,

2.01. The Sessional Paper No.1 of 2017 on Non-Motorized Transport was tabled in the County Assembly on 15th June, 2017 for approval in accordance with Section 8(1) (e) of the County Governments Act, 2012.

2.02. The Sessional paper was thereafter committed to the Sectoral Committee on Roads, Transport & Public Works for consideration and report to the Assembly. The Committee met on 20th June 2017 to consider and adopt the policy. It is important to note that since the NMT is among the Sectors' flagship projects, there had been previous engagements on the same between the **Committee, the County Executive Committee Member and the Chief Officer responsible for Roads, Transport & Public Works** on Tuesday, 7th March, 2017, to brief Members on the content and substance of the policy. Further on 7th June 2017, the Committee met with UNEP and Kenya Alliance of Resident Associations (KARA) who are the key persons behind development of the NMT policy.

2.03. The Policy acknowledges the significance of Nairobi city as the capital city of Kenya and the regional economic and industrial hub in East Africa. It also recognizes the current challenges bedeviling the County such as traffic congestion, poor infrastructure, and insecurity amongst others.

2.04. The policy aims at developing concepts for implementation of Non-Motorized Transport facilities for ease of traffic congestion and improvement of living conditions based on the The Nairobi Integrated Urban Development Master Plan (NIUPLAN) 2014-2030 which proposes the development of a creative and green centered, pedestrian friendly Nairobi; complete with an all-encompassing and supportive transport system.

3.0 ANALYSIS OF THE NON MOTORIZED POLICY.

Mr. Speaker sir,

The Committee having scrutinized the policy established the following:-

1. NMT is the dominant transport mode in Nairobi accounting for over 40 per cent of total trips every day. In lower income areas, NMT accounts for 64

per cent, demonstrating its significant role in supporting marginalized and impoverished communities.

2. In Nairobi County, NMT serves a critical role and is an integral part of the County both as a means of transport as well as a contributor to commerce and trade.
3. Article 39(1) of the Constitution of Kenya states that every person has the right to freedom of movement. It is on this basis that this NMT policy proposes an integrated and all-inclusive transport system for Nairobi in which the non-motorized users are provided with appropriate space and facilities to enjoy their freedom of safe movement, which is a fundamental human right.
4. The Kenya Vision 2030 aspires for a country firmly interconnected through a network of roads, railways, ports, airports, water ways, and telecommunications. It aspires to setting up a strong institutional framework for infrastructure development, implementation of infrastructure projects that will target increased connectivity and reduced transport and other infrastructure costs.
5. The Traffic Act provides the framework for the enforcement of traffic laws, including those relevant to NMT users.
6. The Nairobi Master plan proposes the development of a compact urban centre that is creative, liveable, green, and competitive. It proposes that the urban centre should be pedestrian friendly for an efficient, effective and inclusive transport system. This NMT policy however advocates for the development and full integration of NMT within the whole of the Nairobi County transport system, not just the urban centre.
7. Ideally, the City County would aim to develop a comprehensive integrated transport policy. However, in the expectation that it may take some time, there is an argument that for Nairobi City County Government to better serve its citizens it has to commit to instituting a stable and progressive Non-Motorized Transport Policy. An NMT Policy will lead the way in

addressing a great challenge for Nairobi County and for the country as a whole.

8. The implementation of the policy will have the following outputs and outcomes;

- a) **Expected outputs**

- Increase in NMT space coverage, services along NMT facilities, safe NMT crossings, better designed streets and increased user satisfaction.

- b) **Expected outcomes**

- Increased modal share between public transport and cyclists, reduced NMT accidents and increased intermodal linkage.

9. As the draft NMT Policy 2015 document explains, a commitment to NMT will:

- i. Provide economic benefits through the creation of employment opportunities, a reduction in household travel costs and increased time savings for productive use; and

- ii. Assist in the reduction of fatalities and injuries among pedestrians due to generally uniform and lower motor vehicle speeds.

10. The Policy's vision is to make Nairobi an iconic and globally attractive city aimed at regional integration and sustainability. The plan recognizes the challenges currently affecting the city and as such, it aims at providing the mechanism for accelerating sound and sustainable development by improving infrastructure such as transport network.

11. Specifically, the policy seeks to address challenges affecting Nairobi City County in a multifaceted approach as follows:

- i. **Integration of NMT with Public Transport, Private Cars and Street Trading**

The plan acknowledges challenges faced in urban transport mainly traffic congestion. As such, it seeks for the improvement of public and private transport, regularization of street vending that takes up space on street walkways, and applying of efficient and suitable transport systems. As per the Policy, to achieve efficient urban transport, the County

Government shall ensure enforcement of traffic rules governing on violations that endanger NMT users by deploying County Traffic Marshalls to police NMT facilities especially at intersections and along Public Transport routes. The Marshals should be able to arrest and prosecute both non-motorized and motorized transport users that violate traffic regulations.

ii. Education, Awareness and Promotion

In view of the neglected large portion of the population that uses and requires more comprehensive NMT facilities, the policy proposes that the County Government shall develop and roll-out basic NMT education and awareness programmes for local neighborhoods and public schools, and provide targeted educational and awareness opportunities for existing and potential cyclists and motorists. The Policy proposes that the County Government will specifically develop awareness information targeting private car users on the individual and social benefits of using NMT modes. Modal shift from private car use to cycling and Public Transport will free road space and reduce on congestion and vehicle smoke emissions. Cycling education and training curriculum will be introduced in County schools to create a cycling culture among school going children.

iii. Motor Vehicle Parking and Restrictions

Congestion of the City with private cars and Public transport remains the greatest nightmare to Nairobi citizens leading to a lot of time wasted maneuvering through traffic. To mitigate on this challenge the Policy proposes that the County should amongst others, Combine incentives for NMT and public transport with disincentives for private car use to make NMT and public transport trips competitive. One of the strategies will be to progressively make parking expensive and scarce within commercial districts so as to make cycling, walking and Public Transport trips more feasible and cheaper. This strategy will also reduce unnecessary private car trips to the CBD and reduce congestion.

i. Traffic Calming Measures

Over the years motorized transport users in Nairobi have been labelled as having little regard for other road users i.e NMT users. In this regard, so as to ensure the safety of NMT users the Policy proposes for the County Government to Review speed limits with the view of lowering speeds on roads that provide important connections in the NMT network to below 50 km/h, and creating 30 km/h within heavily pedestrianized areas like the CBD and residential areas. Motor vehicle speed is one of the main factors influencing NMT users' negative safety perception of a road/street.

Appropriate limits will be set in accordance with road functions, in consultation with the National Transport and Safety Authority (NTSA) and the relevant Road Authorities.

4.0 COMMITTEE OBSERVATIONS

Mr. Speaker sir,

The Committee having analyzed the Policy observed as follows:-

1. That the Policy was developed as a response to various perennial challenges facing Nairobi City County such as traffic congestion, poor infrastructure, dilapidated environment, insecurity amongst others.
2. That the Policy was developed through a comprehensive stakeholder participation and therefore most concerns of the stakeholders are addressed.
3. That the Policy seeks to address the challenges affecting the city in a multifaceted approach. Key interventions include:-
 - Preparing new Nairobi streets and roads manual
 - Classifying all city roads
 - Routinely improving the City's transport network
 - Routinely maintaining roads in the City
 - Collecting data continuously and creating a data base to inform future planning of transport and roads.
 - Developing and maintaining new NMT facilities.

4. Should the Nairobi City County Assembly adopt such a policy, Nairobi will not only be the first County to engage on this issue on a purposeful policy level, but will also provide the first NMT policy framework in the Country at both national and county Levels. Nairobi will set the stage for benchmarking across the country and the region as a whole.
5. Despite the broad support for a strong Non-motorized Transport Policy, past experience shows that transport policies (as well as public investments) have largely supported motorized transport at the expense of non-motorized transport, and public transport as a whole. As a result, the poor and disadvantaged, in both urban and rural areas, have been marginalized and denied an effective and efficient means and mode of movement.
6. The effects of private cars which account for 15 per cent of transport use in Nairobi has meant that the policy regime and development agenda has failed to address critical issues affecting Nairobi including:

 - i. Traffic congestion – as a result of failure to cater to transport needs of the majority.
 - ii. Inefficient public transport – that is plagued by poor network coverage and poor management.
 - iii. Land use planning & development is weak and is not linked to developing a city of the future that caters for NMT.
 - iv. Inefficient transport management – resulting in encroachment of NMT spaces and lack of both compliance and enforcement.
 - v. Road traffic accidents involving pedestrians – whilst these cannot all be blamed on the absence of a NMT policy, it does seem that the County Government has shown little regard for non-motorized road users or for pedestrian safety and consequently that motorists do not respect NMT users and infrastructure.
7. That if the aforementioned initiatives are implemented as envisioned in the Policy, challenges affecting the city shall effectively be addressed. However, this shall require Commitment by all the stakeholders. The County

Assembly ought to allocate resources to the projects while the County Executive must stick to and implement the plan by committing resources budgeted for the projects and seek support from other development partners.

5.0 RECOMMENDATIONS

Mr. Speaker sir,

The Committee recommends that in accordance with Section 8(1) (e) of the County Governments Act, 2012 and provisions of Standing Order 191(5)(b):-

This Assembly approves the Sessional Paper No. 1 of 2017 on the Non-Motorized Transport.

END

6.0 Pictorials

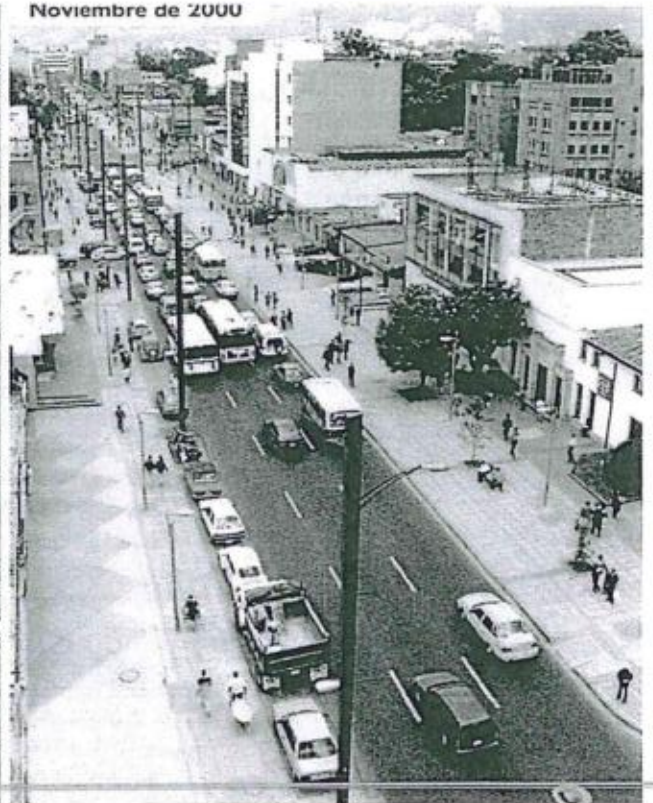


A pedestrian struggles to make his way on a road in the city. This picture shows the urgency needed for the city to embrace NMT facilities.

Primer semestre 1998



Noviembre de 2000



This picture shows how it will look like after reclaiming parking space for pedestrians



A road in Chennai India before NMT



The same road in Chennai India after NMT construction

PRESENT

1. Hon. Ken Oduru Nyarumba, MCA– Chairperson
2. Hon. Maxwell Ochar, MCA
3. Hon. Osman Adow, MCA
4. Hon. Tabitha Ndigirigi, MCA
5. Hon. William Abuka, MCA
6. Hon. Anthony karanja,MCA
7. Hon. Chege Mwaura, MCA
8. Hon. Ronald Milare, MCA

ABSENT

1. Hon. Martin Waweru, MCA – Vice-Chairperson
- ~~2. Hon. Clarence Munga, MCA~~
3. Hon. Kennedy Ng'ondi, MCA
4. Hon. Samuel Irungu, MCA
5. Hon. Margaret Sewe, MCA
6. Hon. Amos Mbuthia, MCA
7. Hon. Dianah Kapeen, MCA
8. Hon. Amina Mohammed, MCA
9. Hon. Mark Ndung'u, MCA

COMMITTEE SECRETARIAT

1. Mr. Joshua Mbila - Clerk Assistant

MIN.130 /TRPW/JUN 2017 – PRELIMINARIES

The meeting was opened with prayers by Hon Abuka 11.08am. The Agenda was read by Hon Oduru and was adopted. Its adoption was proposed by Hon Milare and seconded by Hon Karanja.

The agenda of the day was;-

1. Prayers
2. Adoption of report on Sessional Paper no.1 of 2017 on Non-Motorized Transport Policy.
3. Matters arising
4. Any Other Business
5. Date of next meeting

MIN.131 /TRPW/JUN 2017 – ADOPTION OF REPORT ON SESSIONAL PAPER NO.1 OF 2017 ON NON-MOTORIZED TRANSPORT POLICY.

The Chair tabled the report of Sessional paper no 1 of 2017 on Non-Motorized Transport policy. The Committee went through the report and agreed that it was a comprehensive report and that indeed it was time for the Committee to approve the policy and its implementation will greatly improve the lives of the Citizens of Nairobi County.

The report was adopted with the Proposer being Hon Chege Mwaura and Seconder Hon Tabitha Ndigirigi.

MIN.132/TRPW/JUN 2017 – ADJOURNMENT

There being no other business, the Chairperson adjourned the meeting at 11.56am .Next meeting was scheduled for Tuesday 4th July, 2017 at 11.00 am in Charter hall, City Hall Buildings.

Confirmed as true record of the proceedings

CHAIRMAN.....
HON. KEN ODURU NYARUMBA, MCA

DATE 27th JUNE 2017

PRESENT

1. Hon. Ken Oduru Nyarumba, MCA– Chairperson
2. Hon. Martin Waweru, MCA – Vice-Chairperson
3. Hon. Clarence Munga, MCA
4. Hon. Maxwell Ochar, MCA
5. Hon. Osman Adow, MCA
6. Hon. Tabitha Ndigirigi, MCA
7. Hon. Amos Mbuthia, MCA
8. Hon. Ronald Milare, MCA

ABSENT

1. Hon. Kennedy Ng'ondi, MCA
2. Hon. William Abuka, MCA
- ~~3. Hon. Anthony karanja, MCA~~
4. Hon. Samuel Irungu, MCA
5. Hon. Chege Mwaura, MCA
6. Hon. Margaret Sewe, MCA
7. Hon. Dianah Kapeen, MCA
8. Hon. Amina Mohammed, MCA
9. Hon. Mark Ndung'u, MCA

COMMITTEE SECRETARIAT

1. Mr. Joshua Mbila - Clerk Assistant

MIN.127 /TRPW/JUN 2017 – PRELIMINARIES

The meeting was opened with prayers by Hon Mbuthia 11.05am. The Agenda was read by Hon Oduru and was adopted. Its adoption was proposed by Hon Munga and seconded by Hon Mbuthia.

The agenda of the day was:-

1. Prayers
2. Consideration Sessional Paper no.1 of 2017 on Non-Motorized Transport Policy.
3. Matters arising
4. Any Other Business
5. Date of next meeting

MIN.128 /TRPW/JUN 2017 – CONSIDERATION OF SESSIONAL PAPER NO.1 OF 2017 ON NON-MOTORIZED TRANSPORT POLICY.

The Chair tabled the Sessional paper no 1 on Non-Motorized Transport. The Committee went through the policy and observed that:-

- i. The policy aims at developing concepts for implementation of Non-Motorized Transport facilities for ease of traffic congestion and improvement of living conditions based on the The Nairobi Integrated Urban Development Master Plan (NIUPLAN) 2014-2030 which proposes the development of a creative and green centered, pedestrian friendly Nairobi; complete with an all-encompassing and supportive transport system.
1. That the Policy was developed as a response to various perennial challenges facing Nairobi City County such as traffic congestion, poor infrastructure, dilapidated environment, insecurity amongst others.
2. That the Policy was developed through a comprehensive stakeholder participation and therefore most concerns of the stakeholders are addressed.
3. That the Policy seeks to address the challenges affecting the city in a multifaceted approach. Key interventions include:-
 - Preparing new Nairobi streets and roads manual
 - Classifying all city roads
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 - Collecting data continuously and creating a data base to inform future planning of transport and roads.
 - Developing and maintaining new NMT facilities.
4. Should the Nairobi City County Assembly adopt such a policy, Nairobi will not only be the first County to engage on this issue on a purposeful policy level, but will also provide the first NMT policy framework in the Country at both national and county Levels. Nairobi will set the stage for benchmarking across the country and the region as a whole.
5. Despite the broad support for a strong Non-motorized Transport Policy, past experience shows that transport policies (as well as public investments) have largely supported motorized transport at the expense of non-motorized transport, and public transport as a whole. As a result, the poor and

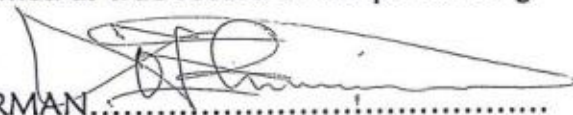
disadvantaged, in both urban and rural areas, have been marginalized and denied an effective and efficient means and mode of movement.

6. The effects of private cars which account for 15 per cent of transport use in Nairobi has meant that the policy regime and development agenda has failed to address critical issues affecting Nairobi including:
 - i. Traffic congestion – as a result of failure to cater to transport needs of the majority.
 - ii. Inefficient public transport – that is plagued by poor network coverage and poor management.
 - iii. Land use planning & development is weak and is not linked to developing a city of the future that caters for NMT.
 - iv. Inefficient transport management – resulting in encroachment of NMT spaces and lack of both compliance and enforcement.
 - v. Road traffic accidents involving pedestrians – whilst these cannot all be blamed on the absence of a NMT policy, it does seem that the County Government has shown little regard for non-motorized road users or for pedestrian safety and consequently that motorists do not respect NMT users and infrastructure.
7. That if the aforementioned initiatives are implemented as envisioned in the Policy, challenges affecting the city shall effectively be addressed. However, this shall require Commitment by all the stakeholders. The County Assembly ought to allocate resources to the projects while the County Executive must stick to and implement the plan by committing resources budgeted for the projects and seek support from other development partners.

MIN.129/TRPW/JUN 2017 – ADJOURNMENT

There being no other business, the Chairperson adjourned the meeting at 12.10 noon Next meeting was scheduled for Thursday 22nd June, 2017 at 11.00 am in Charter hall, City Hall Buildings.

Confirmed as true record of the proceedings

CHAIRMAN.....

HON. KEN ODURU NYARUMBA, MCA

DATE 27th June 2017 Page 3 | 3

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NAIROBI CITY COUNTY ASSEMBLY

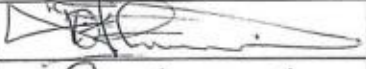
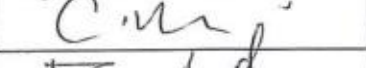
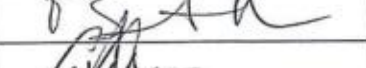
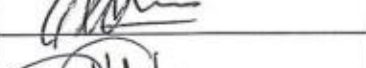

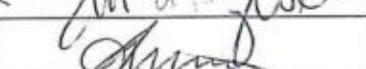
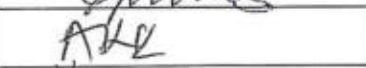
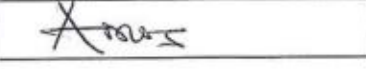

ROADS, TRANSPORT AND PUBLIC WORKS

ADOPTION OF SESSION PAPER NO 1 ON NON MOTORIZED TRANSPORT POLICY

DATE...22ND JUNE 2017.....

TIME...11:00 AM.....

VENUE...CHARTER HALL.....

	NAME	SIGNATURE
1.	Ken Odum	
2.	Chege Mwangi	
3.	Osman Adow	
4.	William Abusa	
5.	Tabitha Ndigungi	
6.	RONALD NIKARE	
7.	Maxwell O. Ochor	
8.	Anthony K Karanja	
9.	Amos Mbutia	
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