



**NAIROBI CITY COUNTY ASSEMBLY  
FIRST ASSEMBLY – THIRD SESSION**

*Paper laid on the  
Floor of the Assembly by  
Hon. Odun Ochieng  
Transport Committee  
on  
12/8/2014  
AA  
PLC mt*

**REPORT OF THE SECTORAL COMMITTEE ON TRANSPORT AND  
PUBLIC WORKS  
ON**

**STUDY VISIT TO TOKYO METROPOLITAN ASSEMBLY AND THE BUREAU OF  
TRANSPORTATION, TOKYO METROPOLITAN GOVERNMENT**

**CLERK  
NAIROBI CITY  
COUNTY ASSEMBLY  
P. O. Box 45844-00100  
NAIROBI**

**Office of the Clerk  
Nairobi City County Assembly  
City Hall Building**

**august, 2015**

*PLC-A L&P.  
PLC ABC.  
AA  
PLC mt  
12/8/15*

<b><u>TABLE OF CONTENTS</u></b>	<b><u>PAGE</u></b>
<b>1.0 PREFACE .....</b>	<b>3</b>
<b>2.0 INTRODUCTION.....</b>	<b>6</b>
<b>3.0 TOKYO CITY &amp; TOKYO METROPOLITAN GOVERNMENT.....</b>	<b>6</b>
<b>4.0 DELEGATION FINDINGS.....</b>	<b>7</b>
3.01 Meeting with Tokyo Metropolitan Assembly officials.....	7
3.02 Meeting with officials of the Bureau of Transportation.....	11
3.03 Visit to Arakawa Line.....	13
3.04 Meeting with Acting Ambassador of Kenya to Japan.....	14
<b>5.0 TOUR OF TOKYO METROPOLIS.....</b>	<b>15</b>
<b>6.0 LESSONS LEARNED.....</b>	<b>16</b>
<b>7.0 RECOMMENDATIONS.....</b>	<b>18</b>

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## 1.0 PREFACE

The Sectoral Committee on Transport and 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 on Transport & Public Works comprises of the following Members:-

- 1 **Hon. Ken Oduru Nyarumba, MCA** - **Chairperson**
- 2 **Hon. Martin Waweru Gichuhi, MCA** - **Vice Chairperson**
- 3 Hon. Maurice Gari Otieno, MCA
- 4 Hon. Clarence K Munga, MCA
- 5 Hon. Hellen Katangie, MCA
- 6 Hon. Osman Adow Ibrahim, MCA
- 7 Hon. Irungu Samwel, MCA
- 8 Hon. Kenneth Irungu, MCA
- 9 Hon. Chege Mwaura, MCA



- 10 Hon. Amina Mohammed, MCA
- 11 Hon. William Abuka, MCA
- 12 Hon. Tabitha Ndigirigi, MCA
- 13 Hon. Maxwell Ochar, MCA
- 14 Hon. Mark Ndungu, MCA
- 15 Hon. Shadrack Juma, MCA
- 16 Hon. Kennedy Ng'ondi, MCA
- 17 Hon. Anthony Karanja, MCA

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

In accordance with the Second Schedule of the Standing Orders, the Committee is mandated to consider all matters relating to: - ***“county transport, including county roads, street lighting, traffic and parking, public road transport and ferries and harbours, excluding the regulation of international and national shipping and matters related thereto; county public works and services including storm water management systems in built-up areas”***

**Mr. Speaker Sir,**

The Committee resolved that a benchmarking study visit to a city that has successfully implemented an integrated public transport system be organized for members to learn on best practices. After an extensive research of cities across the world, the city of Tokyo was identified as the ideal City operating an integrated transport system worth emulating. Members were also to learn on how the Tokyo Metropolitan Government, which is a devolved government, operates. In particular Members were interested in learning how the Tokyo Metropolitan Assembly relates with the Executive while discharging their mandates.

In order to conduct the visit, correspondences to authorities of the Tokyo Metropolitan Government were made. The Tokyo Metropolitan Assembly and the Bureau of Transportation of the Tokyo Metropolitan Government agreed to host the delegation. Five members of the Committee and two staff were identified to represent the Committee during the visit; the delegation comprised of the following;

- i) **Hon. Osman Adow, MCA** - **Leader of the delegation**
- ii) Hon. Hellen Katangie, MCA
- iii) Hon. Shadrack Juma, MCA
- iv) Hon. Maurice Gari, MCA
- v) Hon. Anthony Karanja, MCA
- vi) Mr. Shadrack Makokha - Clerk Assistant(Secretary to the delegation)
- vii) Mr. Kevin Wasike - Clerk Assistant

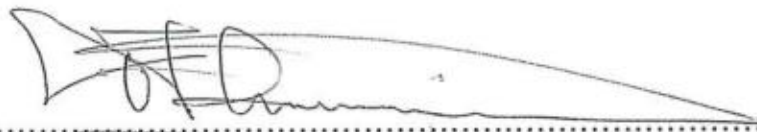
**Mr. Speaker Sir,**

The Committee wishes to sincerely thank the Offices of the Speaker and the Clerk of the County Assembly for the support offered to the delegation while on the study visit. I also appreciate the assistance extended to the delegation by officials of the Tokyo Metropolitan Assembly, Tokyo Metropolitan Bureau of Transportation particularly officers at Toden Arakawa Line, Ministry of Foreign Affairs, officials of the Kenyan Embassy in Japan and officials of Japanese Embassy in Kenya.

I am grateful for the Members of the Committee and the delegation who participated in the visit. Special thanks to the secretariat for their support at all times. On behalf of the Committee and the delegation, I now have the honour and pleasure to present this report on the study visit to the Tokyo Metropolitan Assembly and the Bureau of Transportation, Tokyo Metropolitan Government.

Thank You.

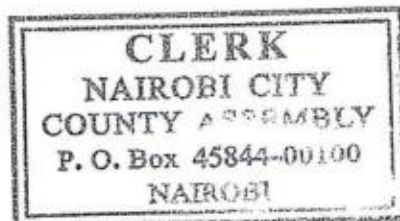
**SIGNED** .....



**KENNEDY ODURU NYARUMBA, MCA  
(CHAIRMAN)**

**DATE** .....

12<sup>th</sup> August 2015





## **1.0 INTRODUCTION**

The delegation left Nairobi, Kenya on Monday 6<sup>th</sup> April, 2015 and arrived in Tokyo, Japan on Wednesday, 8<sup>th</sup> April, 2015. While in Tokyo, the delegation held meetings with senior officers of the Tokyo Metropolitan Assembly, officials of the Bureau of Transportation, and officials of the Kenyan Embassy in Japan. The delegation visited Toden Arakawa Line depot which is one of the depot of the Toei Transportation owned and managed by the Tokyo Metropolitan Government. The delegation also had an opportunity to tour the city of Tokyo where members had a first-hand experience of the efficient transport system in place which include subways, street cars, mass transit buses and taxis. The seamless transition from airports to subways and eventually taxis and buses proved that Tokyo city is a world leader in public transport. The delegation after completing the study visit returned on Monday 13<sup>th</sup> April, 2015.

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## **2.0 TOKYO CITY AND TOKYO METROPOLITAN GOVERNMENT**

Tokyo Metropolis is located in the southern Kanto region, positioned in approximately the center of the Japanese archipelago. It is bordered to the east by the Edogawa River and Chiba Prefecture, to the west by mountains and Yamanashi Prefecture, to the south by the Tamagawa River and Kanagawa Prefecture, and to the north by Saitama Prefecture. Tokyo Metropolis is a metropolitan prefecture comprising administrative entities of special wards and municipalities. The “central” area is divided into 23 special wards (ku in Japanese), and the Tama area is made up of 26 cities (shi), 3 towns (machi), and 1 village (Mura). The overall population of Tokyo is about 13.29 million (as of October 1, 2013), and the surface area is about 2,189 square kilometers which is approximately three times more than the size of Nairobi City County. The city’s climate is generally mild.

Tokyo is the political, financial, commercial, industrial, communications, and educational center of Japan. Just as Nairobi is to Kenya, Tokyo is Japan’s most cosmopolitan city and a gateway to the world, as such, it’s the headquarters of most foreign companies doing business in Japan. The city is marked with contrasts. It is a thoroughly modern city of broad thoroughfares, tall office buildings, hotels, and

expressways. On the other hand, lies another world of narrow streets, markets, theaters, traditional restaurants and houses.

The Japanese Constitution establishes a unitary system of government, however, the Local Autonomy Law establishes devolved governments comprising of the Prefectures and Municipalities. Prefectures and municipalities are both local public entities of equal status and cooperate in local administration according to their share of duties. Japan is made up of 47 prefectures and Tokyo Metropolis is one of these regional authorities. Municipalities are designed to provide most local government functions while prefectures are designed to provide functions for the larger area encompassing multiple municipalities. Municipalities must follow prefectural legislation, and any municipal act in violation of prefectural legislation is considered void.

Structurally, the Tokyo Metropolitan Government is composed of two arms, i.e. Tokyo Metropolitan Assembly and the Executive. The Assembly comprises of 127 members and it's the formal decision-making organ of Tokyo Metropolis. It has the authority to, among other things, enact, amend, and repeal metropolitan ordinances, approve the budget, and elect members of the Election Administration Commission and other executive officers that require Assembly approval. The Executive is the policy implementing arm of government and it's headed by an elected Governor. The affairs of the Executive are managed through Bureaus.

### **3.0 DELEGATION FINDINGS**

#### **.01. Meeting with Tokyo Metropolitan Assembly officials and tour of Assembly precincts.**

The delegation was hosted by the officials of the Tokyo Metropolitan Assembly who briefed members on Assembly's organizational structure and how it conducts its business. Due to language barrier, the delegation had to source services of an interpreter. Similarly, members of the delegation toured the precincts of the Assembly including the debating chamber and Committee rooms. During the briefings, the delegation was informed as follows;



- i. The Assembly was established in 1943 following the creation of Tokyo Metropolis. Following the enactment of the Local Autonomy Law in 1947, the Assembly became the legislative organ of the local autonomy entity i.e. Tokyo Metropolitan Government of the Tokyo Prefecture.
- ii. The Assembly consists of members elected by Tokyo citizens by universal suffrage based on 42 electoral districts with each district electing one to eight Assembly members elected depending on the population of each district.
- iii. The Assembly is headed by one president and one vice president elected from among its members. The president represents the Assembly externally, presides over its plenary sessions, controls and supervises the bureau directors responsible for handling of administrative affairs relating to the Assembly. While both the President's and the Vice President's tenure depends on their Assembly membership, they can resign with the approval of the Assembly.
- iv. The main functions of the Assembly include;

*a) Legislation i.e. Formulation, amendment and abolishment of ordinances.*  
Ordinances are the Laws of the region under the jurisdiction of the Tokyo Metropolis. Provisions laid out in ordinances are capable of restricting the rights of citizens or enforcing certain duties upon them. For instance, fares for municipality operated subways and buses and various loan programs are defined in the ordinances. The procedure of enacting the ordinances entail;

- Submission of the legislative bill to the plenary session by the Governor, members and/or Committees.
- Examination of the bill by the Committee
- Voting by the plenary session

*b) Approval of the budget*

The budget is proposed by the Governor and can only be implemented with the approval of the Assembly

*c) Enacting of important agreements designated by applicable ordinances*

*d) Oversight over the Executive*



The Assembly oversees implementation of programmes by the Executive. Notably, the Governor sits in the Assembly chambers during plenary to respond to concerns of Assembly members

e) *Electing the president, vice president and members of election administration commission. Other appointments to specific posts by the Governor calls for the approval of the Assembly.*

v. In the exercise of its mandate, the Assembly has various rights as follows;

a) *Right to request inspection/audit*

The Assembly is authorized to conduct inspections or audits of the status of the implementation of the administrative activities of the metropolitan government. This includes inspecting documents and accounting statements relating to administration and may request the Governor and other executive organs to report to the Assembly. The Assembly may also request audits to be done by audit and inspection commissioners

b) *Right to submit opinion briefs*

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The Assembly is authorized to submit opinion briefs about issues which significantly influence the livelihood of the citizens of Tokyo to the Japanese parliament or administrative agencies related to such issues.

c) *Right to pass a non-confidence resolution against the Governor*

The Assembly and the Governor are expected to maintain a balance between their independent positions. However, in the case of a major disagreement, the Assembly may submit a non-confidence resolution against the Governor passed by three-fourths of attending Assembly members. This is always a last resort. The Governor is entitled to initiate dissolution of the Assembly within 10 days of the receipt of such resolution as a counter measure. If the Assembly is not dissolved within the designated period, the Governor will automatically be recalled.

vi. The Assembly conducts its business through **Plenary** and **Committees**.

a) *Plenary sessions*

Plenary sessions are attended by the entire Assembly and are dedicated to the deliberation of legislative bills as well as to determine whether or not

the Assembly supports the submission of opinions on affairs related to the public interest. The President conducts the session in accordance with a pre-determined agenda for the day.

*b) Committees*

The Committees provide an opportunity for members to extensively deliberate on numerous bills, supplications and petitions which are later reported to the plenary. Committees are organized to assess agendas exclusively and precisely prior to voting in the plenary session. There are three types of Committees i.e. *Standing Committees* (General Affairs, Finance, Education, Urban Development, Welfare, Economic/Port & Harbor, Environmental/Construction, Public Enterprise and Police/Fire fighting), *Special Committees* (they are ad hoc organized on the basis of resolution by the plenary session in order to examine specific issues e.g. Special Budget Committee) and *Assembly operation Committee*

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(established to consider issues related to the operation of the Assembly)

- vii. All Assembly members belong to a certain faction (political party). Activities within the Assembly are centered on the factions.
- viii. The Assembly allows for public participation in its work. This is exercised through public hearings, supplication and petition, public being allowed to observe Assembly proceedings, disseminating information to the public through the public relations department and the Assembly website
- ix. The Assembly has a secretariat which supports its activities. The secretariat consists of divisions under the direction of Secretary to the Assembly who reports to the Assembly president. The secretariat supports the operation of the plenary sessions and committees and conducts research for members. All staff are appointed by the Assembly President.





Tokyo Metropolitan Assembly Plenary Chamber



One of the Committee room



Members of the delegation presenting gifts to the Tokyo Metropolitan Assembly officials

### **3.02. Meeting with officials of the Bureau of Transportation**

The delegation had an opportunity to meet with officials of the Bureau of Transportation particularly those in charge of the Toei Transportation (subway, bus & street cars). They made various presentations on the structure and management of the Bureau and its core functions. Following the presentations, the delegation was informed as follows;

- i) Structurally, the Bureau is divided into seven (7) divisions i.e. General Affairs Division, Personnel Division, Property Administration Division, Subway and Streetcar Service Division, Bus Service Division, Rolling Stock and Electricity Division, Construction and Maintenance Division;

- ii) The Bureau is responsible for the operation of the public transit systems of Toei Subway (Asakusa, Mita, Shinjuku, and Oedo lines), Toei Bus, Toei Streetcar, Nippori-Toneri Liner, and the Ueno Park Monorail;
- iii) The Toei Subway network consists of four lines, the Asakusa (established in 1960), Mita (established in 1968), Shinjuku (established in 1978) and Oedo (established in 1991) lines. In the FY 2013, Toei Subway served an average of approximately 2.46 million commuters daily;
- iv) When constructing a sub-way, consideration must be given to the tunnel depths, the nearby topography, soil quality, condition of underground structures and streets, and buildings and structures existing along each route. Construction is carried out with the most appropriate construction method for each situation with priority being given to minimization of effects to the environment and people living along the routes;
- v) The Toei transport system is self-supporting i.e. its expenses are covered through fares (affordable) collected from the customers. However, revenues have been declining due to the effects of the 2011 great east Japan earthquake although the system is on a recovery path;
- vi) The Subway depot at Arakawa operates a fully-fledged maintenance workshop which services the trains/street cars. Servicing parts are locally assembled by staff at the workshop;
- vii) Adequate safety measures have been put in place to address any emergencies and natural calamities. Some of the measures put in place include; regular inspection and maintenance(pre-departure inspection), wireless voice communication system for emergencies, measures to prevent terrorism and crime(precautions taken at bus terminals and inspections), prevention of drunk driving(breathalyzer tests both before and after shifts), training and preparedness, and use of drive recorders;
- viii) Customer friendly transport services are in place enabling convenient use of buses, subways and streetcars thus attracting passengers. This include; smart card ticketing system, real time internet bus information, free-Wi-Fi, bus stop information display, bus shelters, simple bus approach indicator, bus routes tailored to a variety of needs( late night, rapid bus, direct bus, access

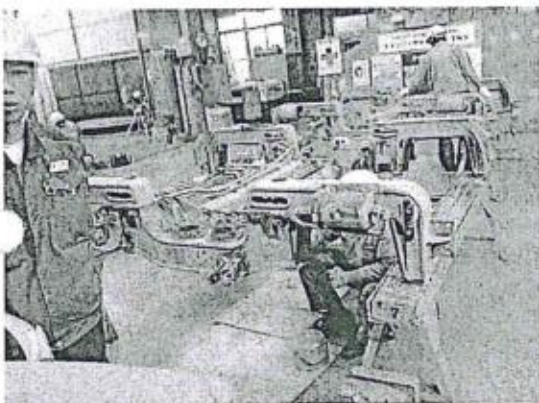


line, flexible bus, appealing bus routes). In addition, measures have been put in place to care for persons with special needs;

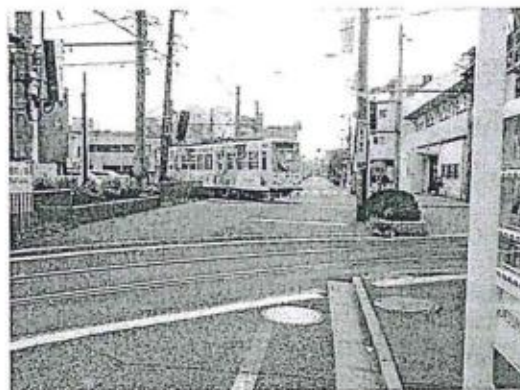
- ix) Toei transportation has an environmental policy designed to ensure that there is proper management of resources and energy, prevention of pollution and promotion of the use of economically friendly public transportation.

### **3.03. Visit to Toden Arakawa Line Depot**

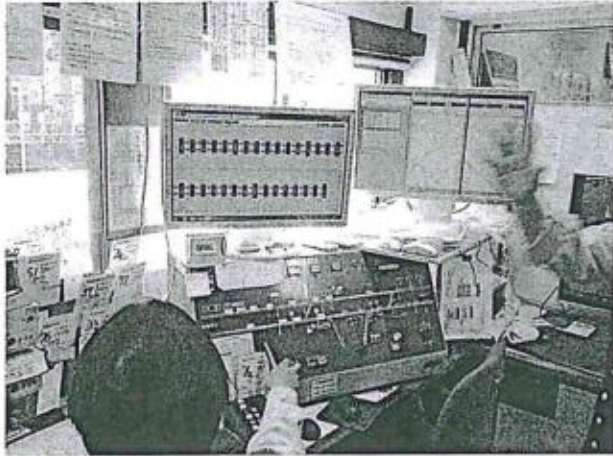
The delegation visited the Toden Arakawa line depot where members of the delegation had a first-hand experience in witnessing how the Toei sub-way and street cars are managed and operated. During the visit, the officials at the depot explained to the members how the transport system is managed. Members visited the maintenance workshop where they were guided on how the engineers/technicians carry out their work. In addition, members were taken to the control room where officers manning the room centrally monitor the movement of the street cars and buses. The officers are able to respond to any emergencies and alert the drivers on any occurrence that require their attention. The control room is fitted with state-of-the-art equipment linked to the cameras around the metropolis. This was a valuable lesson to be borrowed and implemented by Nairobi City County Government.



**Arakawa Depot Maintenance workshop**



**A street car departing Arakawa depot**



**Arakawa Toei Transportation control room**

### **3.04. Meeting with acting Ambassador of Kenya to Japan**

The delegation was privileged to be hosted at the Kenyan Embassy in Japan by the acting Ambassador of Kenya to Japan, Ambassador Paul K. Ndungu. The ambassador gave a brief history of the embassy and Kenya's relation with Japan which began in 1963. Both Kenya and Japan enjoy warm and cordial relations. Kenya opened its mission in Japan in 1979 while Japan opened its mission in Kenya in 1964. The objectives of the mission are;

- i) Effective representation of the people & Government of Kenya
- ii) Promotion, projection of national image and prestige
- iii) Implementation of Foreign Policy
- iv) Efficient consular relations
- v) Protection of national interests and Kenyan nationals in Japan
- vi) Facilitation of Kenya's economic transformation through diplomacy and related activities

During the discussion, it was evident that Kenya stands to benefit from Japan in terms of technological advancement, health service promotion, food security, housing and public transport. Specifically, Nairobi County Government can benefit a lot in terms of managing of public transport and health services since the two are devolved functions. The ambassador also informed that the Japanese Government through Japan International Corporation Agency (JICA) has been assisting Kenya with financial and technical aid to support waste management and improvement of public



transport. The delegation was challenged to sensitize the Kenyan public/ investors/ entrepreneurs to add value to their products if they have to access the Japanese market which is still raw for Kenyan goods. In addition, for the County Governments to attract Japanese tourists, deliberate efforts must be made to improve environment and invest in good transport infrastructure along the tourism corridor. This include good roads and decent public resting places.



Members of the delegation with the Acting Kenyan Ambassador to Japan (third from right)

#### **4.0 TOUR OF TOKYO METROPOLIS**

During the study visit, members had the opportunity to visit the environs of the city as part of the fact-finding on its public transport system programmes. All along, the delegation noticed how efficient and well managed public transport was. In fact, most residents prefer to use public transport as opposed to personal vehicles since it's convenient and cost effective. The most commonly used public transport was trains (subway) and street cars. Others include well managed mass transport buses, taxis and use of bicycles.

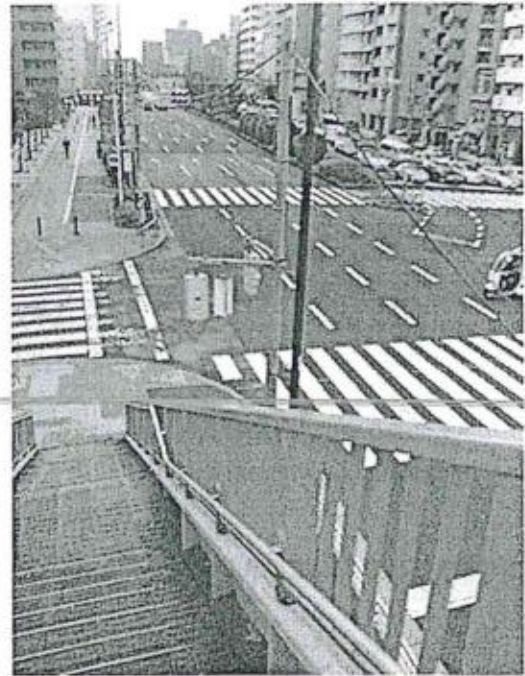
The Government has put in place mechanisms to control traffic. There was exceptional obedience of traffic rules and signs by both motorists and pedestrians. The residents have inculcated a culture of respect for traffic rules. In addition, traffic marshalls and police are on patrol although in minimal numbers since they have



utilized technology to enforce traffic rules. The roads are clearly marked and are kept clean. Bus stages are well managed with each bus taking specific duration at a bus station, at most 30 minutes before departing. One can actually predict when the next bus will be arriving. This also applies to the train stations. Bicycles have specific lanes and parking spaces while pedestrians have their own walk ways and bridges. There were no noticeable incidents of traffic congestion.



**Bicycle parking lot**



**well designed and marked roads**

## **5.0 LESSONS LEARNED**

The delegation having been briefed and observed the public transport system of the City, members identified some of the best practices as follows;

- i) The Tokyo Metropolitan Assembly has over time put in place adequate structures and systems that help members to discharge their mandate. This include plenary sessions and Committees that are fully supported in terms of adequate infrastructure e.g. spacious committee rooms, debating chambers fitted with modern technological devices and human resource.
- ii) The Tokyo Metropolitan Assembly places great emphasis in scrutiny of all issues under its consideration particularly the budget estimates, legislative bills and while overseeing executive expenditure. As such, the Assembly's



calendar has schedule when specific matter ought to be considered to give members adequate time to prepare and deliberate on the issue at hand.

- iii) The Assembly has powers to inspect/audit documents and accounting statements relating to the administration of the metropolitan Government. In addition, the Governor appears before the plenary session of the Assembly every Thursday to respond to issues raised by members. This extends to other executive officers who are invited when requested.
- iv) Tokyo city is a world leader in terms of public transport. Despite being one of the most populous cities, the Tokyo Metropolitan government in collaboration with the national government has put in place a well-managed integrated public transport system that works for the people. This includes subways/metro (trains), street cars, mass transit buses, taxis and bicycles. Similarly, the public transport system is supported by technology to improve efficiency. In addition, the public transport system is safe and environmentally friendly.
- v) The Tokyo Metropolitan government has put in place a robust infrastructure that supports the transport system such as reliable railway-lines (subways) and well-constructed and maintained roads. The roads are clean, well-marked and cater for all road users i.e. motorists, cyclists and pedestrians.
- vi) Residents of Tokyo City have inculcated a culture of respect of rule of law and in particular respect of traffic rules and signs. This has really helped in ensuring that there is sanity within the transport sector. In addition, the metropolitan government and the police with the aid of technology easily apprehend offenders which in turn has acted as a deterrence.

## 6.0 RECOMMENDATIONS

In view of the above lessons learned, the delegation recommends that the Assembly resolves as follows;

1. The County Government should take deliberate steps and introduce a well-managed integrated mass public transport system to serve the entire Nairobi metropolis. In particular, the County Government should invest in modern and convenient commuter trains and street cars which have the capacity to carry many passengers. This will reduce the number of residents who depend on road transport and thus ease traffic congestion. It will also help in decongesting the City since residents will opt to stay distant places away from the Central Business District.
2. The County Government in collaboration with other national agencies should re-design County roads to cater for all road users i.e. motorists, pedestrians and cyclists. The roads should be well marked with visible traffic signs and lights. In addition, they should regularly be maintained and cleaned.
3. The County Government should develop relevant traffic management legislations to be passed by the County Assembly and ensure that they are fully enforced. Efforts should be made to ensure that use of modern technology is incorporated in enforcing the laws.
4. The Nairobi City residents should inculcate a culture of respect of rule of law and in particular respect of traffic rules. This will help in restoring sanity on the roads. Similarly, bus stops and passenger pick and drop-off stages should be re-designed and regulated to address the chaotic situation within the County.

XX



MINUTES OF THE 85<sup>TH</sup> SITTING OF THE SECTORAL COMMITTEE ON TRANSPORT AND PUBLIC WORKS HELD ON THURSDAY 23<sup>RD</sup> JULY, 2015 AT 11.00 AM AT CHARTER HALL, CITY HALL BUILDINGS.

PRESENT

1. Hon. Ken Oduru, MCA – Chairperson
2. Hon. Martin Waweru, MCA – Vice-Chairperson
3. Hon. Mark Ndung'u, MCA – Chairing
4. Hon. Shadrack Juma, MCA
5. Hon. Osman Adow, MCA
6. Hon. William Abuka, MCA
7. Hon. Samuel Irungu, MCA
8. Hon. Amos Mbutia, MCA
9. Hon. Dianah Kapeen, MCA
10. Hon. Anthony Karanja, MCA

ABSENT

1. Hon. Kennedy Ng'ondi, MCA
2. Hon. Maurice Gari, MCA
3. Hon. Clarence Munga, MCA
4. Hon. Maxwell Ochar, MCA
5. Hon. Amina Mohamed, MCA
6. Hon. Tabitha Ndigirigi, MCA
7. Hon. Chege Mwaura, MCA

IN ATTENDANCE:

Assembly

1. Mr. Kevin Wasike - Clerk Assistant
2. Mr. Titus Muiruri - Clerk Assistant

MIN.NO/TPW/48/07/2015 – Preliminaries

Hon Mark Ndung'u called the meeting to order at 11:20 am and the opening prayers were said. He then welcomed the Members present to the meeting.

MIN.NO/TPW/49/07/2015 – Adoption of the Agenda

Hon. Osman Adow read the agenda of the meeting which was adopted for discussion as follows;

1. *Prayers*

2. *Adoption of the agenda*
3. *Consideration and adoption of the Committee report on the study visit to Tokyo Metropolitan Assembly and Bureau of Transportation*
4. *Any Other Business*
5. *Date of next meeting*

MIN.NO/TPW/50/07/2015

- Consideration and adoption of the  
Committee report on the study visit to  
Tokyo Metropolitan Assembly and  
Bureau of Transportation

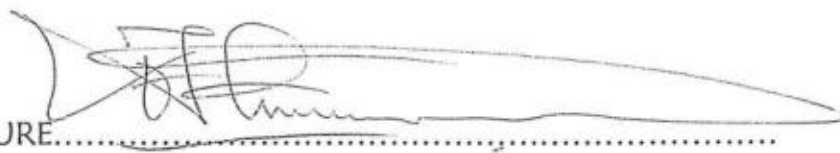
Hon. Osman Adow took the Members through on the report of the Committee on the study visit to Tokyo Metropolitan Assembly and Bureau of Transportation. The Committee discussed the report and commended the delegation and visited Japan. A member of the Committee proposed that a copy of the report be send to the host. After further deliberations, the Committee adopted the report as proposed by Hon Anthony Karanja and seconded by Hon Shadrack Juma.

MIN.NO/TPW/51/07/2015

- A.O.B and Adjournment

1. There being no any other business, the meeting was adjourned at 11.35 am. The next meeting was scheduled for Tuesday 28<sup>th</sup> July, 2015 at 11.00am.

SIGNATURE.....



(Chairperson)

DATE.....

11<sup>th</sup> August 2015