

REPUBLIC OF KENYA



REPORT

OF

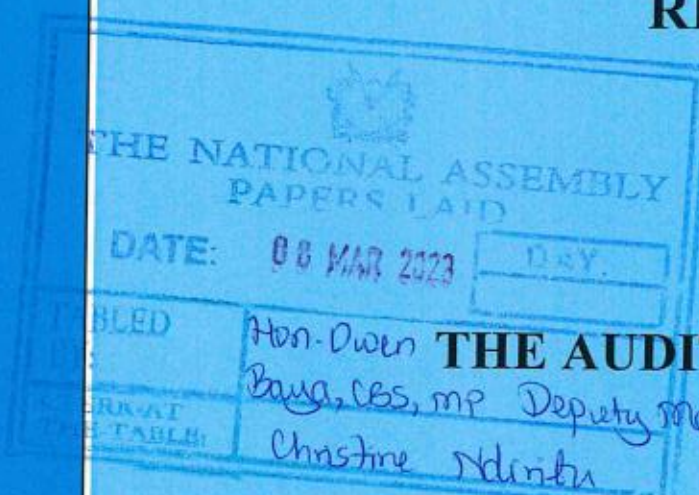
THE AUDITOR-GENERAL

ON

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

**FOR THE YEAR ENDED
30 JUNE, 2022**

KENYA NATIONAL HIGHWAYS AUTHORITY





OFFICE OF THE AUDITOR GENERAL
P.O. Box 30084 - 00100, NAIROBI
REGISTRY

01 SEP 2022

RECEIVED

**MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT
AND PUBLIC WORKS**



KenHA

Kenya National Highways Authority

Quality Highways, Better Connections

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

IMPLEMENTING ENTITY: KENYA NATIONAL HIGHWAYS AUTHORITY

ANNUAL REPORT AND FINANCIAL STATEMENTS

**FOR THE FINANCIAL YEAR ENDED
JUNE 30, 2022**

Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30, 2022

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1. PROJECT INFORMATION AND OVERALL PERFORMANCE

1.1 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 (currently under construction) 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 Madogo Road Junctions. In addition, the existing carriageway capacity is way below the designed traffic volumes upon commissioning the terminal. Therefore there is 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

1.2 Project Information

Project Start Date:	7 th May, 2015
Project End Date:	27 th October, 2017
Project Engineer	Eng. Paul Omondi
Project Sponsor:	TradeMark East Africa (TMEA)

PROJECT INFORMATION AND OVERALL PERFORMANCE (Continued)

1.3 Project Overview

Line Ministry/State Department of the project	The project is under the supervision of the Ministry of Transport, Infrastructure, Housing, Urban Development & Public Works
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 (GoK). In the financing agreement, TMEA contribution is 68% of the construction cost and the GoK contribution is 32%
Project duration	The project is for duration of 24.2 months.

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

1.5 Auditors Auditor General
Office of the Auditor General
Po Box 30084-0100,
Nairobi.

PROJECT INFORMATION AND OVERALL PERFORMANCE (Continued)

1.6 Roles and Responsibilities

List of the people who are working on the project.

Names	Title designation	Key qualification	Responsibilities
Eng. Charles O. Obuon	Director-Development	Qualified	Project Implementing Team Leader
Eng. Paul Omondi	Deputy Director-Special Projects	Qualified	Project Engineer
Mr. Walter B. Nyatwang'a	Deputy Director Environment & Social Interests	Qualified	Project Safeguards Specialist
Mr. Chanje Kera	Deputy Director-Finance & Accounts	Qualified	Project Financial Specialist
Ms. Levina K. Wanyonyi	Deputy Director-Supply Chain Management	Qualified	Project Procurement Specialist

1.7 Funding summary

The Project is 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 - (30.06.2022)		Undrawn balance to date - (30.06.2022)	
	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	-	-
(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	-	-

PROJECT INFORMATION AND OVERALL PERFORMANCE (Continued)

B. Application of Funds

Application of funds	Amount received to date - (30.06.2021)		Cumulative Amount paid to date - (30.06.2021)		Unutilised balance to date - (30.06.2021)	
	<i>Donor currency</i>	<i>Kshs</i>	<i>Donor currency</i>	<i>Kshs</i>	<i>Donor currency</i>	<i>Kshs</i>
	(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	-	-

1.8 Summary of Overall Project Performance:

(a) Budget performance against actual amounts for current year: -

Budget	FY 2021/2022		
	Actual	Budget	%
Counterpart Funds - GoK	-	-	-
Grant			
Direct Payments	-	-	-
TOTAL	-	-	-

(b) 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,2022 is 100% against time elapsed of 100%.

PROJECT INFORMATION AND OVERALL PERFORMANCE (Continued)

(c) Comment on value for money achievements.

- The project procurement process is conducted through International Competitive Bidding (ICB) which results in excellent value for money.
- The authority (KeNHA) has put in place adequate checks & balances on appointment of the works consultant supervision who oversees the project implementation on daily basis on consultation and subsequent approvals from the employer and the bank.
- In addition to works supervision, the consultant undertakes design review before 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.

1.9 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.

2. STATEMENT OF PERFORMANCE AGAINST PROJECT'S PREDETERMINED OBJECTIVES

Introduction

The key development objectives of the project are to:

- 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.

3. 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 quarries and borrow pits after construction works, undertakes regular Environmental Impact Assessment (EIA)

ENVIRONMENTAL AND SUSTAINABILITY REPORTING (Continued)

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 relationships with stakeholders and communities around the project. The aim is not just to build roads

ENVIRONMENTAL AND SUSTAINABILITY REPORTING (Continued)

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.

4. 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, 2022. 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.

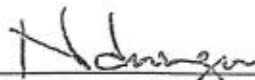
The Director General, KeNHA and the Project Implementation Team Leader for Port Reitz/Moi International Airport (C110) Road Project accept responsibility for the Project's financial statements, which have been prepared on the Cash Basis Method of Financial Reporting, using appropriate accounting policies 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, 2022, 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 30 AUG 2022 2022 and signed by them.


Eng. Kungu Ndungu
Director General


Eng. Charles Obuon
Director-Development


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

REPUBLIC OF KENYA

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HEADQUARTERS
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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, 2022 - 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 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

Qualified Opinion

I have audited the accompanying financial statements of Port Reitz/Moi International Airport Access (C110) Road Project set out on pages 1 to 16, 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, 2022 – Kenya National Highways Authority

statement of financial assets as at 30 June, 2022, 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, except for the effects of the matter described in the Basis for Qualified Opinion section of my report, the financial statements present fairly, in all material respects, the financial position of Port Reitz/Moi International Airport Access (C110) Road Project as at 30 June, 2022 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.

Basis for Qualified Opinion

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.

In the circumstances, it was not possible to confirm the accuracy of the nil cash and cash equivalents balance.

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 qualified 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

Unbudgeted For and Unsupported Pending Bills

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.

Further, Management did not make a provision in the approved budget an amount for settlement of the pending bills.

In the circumstances, the Project is at risk of incurring additional cost in form of interest and penalties for the failure to settle the pending bills.

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 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 the 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 Project 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 Project 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

18 November, 2022

PORT REITZ/MOI INTERNATIONAL AIRPORT ACCESS (C110) ROAD PROJECT
Reports and Financial Statements
For the financial year ended June 30, 2022


6. STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE 2022

	Note	FY 2021/22			FY 2020/21			Cumulative to Date
		KSh			KSh			
		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	
		KSh	KSh		KSh	KSh		Kshs
RECEIPTS								
Transfer from Government entities	1	-	-	-	358,136	-	358,136	4,027,689,041
Proceeds from domestic and foreign grants	2	-	-	-	-	-	-	1,790,271,185
TOTAL RECEIPTS		-	-	-	358,136	-	358,136	5,817,960,226
PAYMENTS								
Purchase of goods and services	3	-	-	-	333,200	-	333,200	16,747,907
Acquisition of non-financial assets	4	-	-	-	24,936	-	24,936	5,801,212,319
TOTAL PAYMENTS		-	-	-	358,136	-	358,136	5,817,960,226
SURPLUS/DEFICIT FOR THE YEAR		-	-	-	-	-	-	-

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


Eng. Kungu Ndingu
 Director General


Eng. Charles Obuon
 Director-Development



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


PORT REITZ/MOI INTERNATIONAL AIRPORT ACCESS (CI10) ROAD PROJECT
Reports and Financial Statements
For the financial year ended June 30, 2022

7. STATEMENT OF FINANCIAL ASSETS AS AT 30TH JUNE 2022

	Note	FY 2021/22	FY 2020/21
		Kshs	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 30 AUG 2022 2022 and signed by:


Eng. Kungu Ndungu
Director General

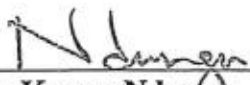

Eng. Charles Obuon
Director-Development

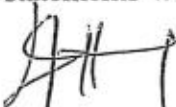

CPA Chanje Kera
Deputy Director (F&A)
ICPAK Member No. 8279

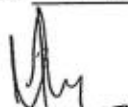
8. STATEMENT OF CASHFLOW FOR THE YEAR ENDED 30TH JUNE 2022

	Note	2021/2022	2020/2021
Receipts for operating income		Kshs	Kshs
Transfer from Government entities	1	-	358,136
Proceeds from domestic and foreign grants	2	-	-
Payments for operating expenses			
Purchase of goods and services	3	-	(333,200)
Net cash flow from operating activities		-	24,936
CASHFLOW FROM INVESTING ACTIVITIES			
Acquisition of Assets	4	-	(24,936)
Net cash flows from Investing Activities		-	(24,936)
CASHFLOW FROM BORROWING 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 30 AUG 2022 2022 and signed by:


Eng. Kungu Ndungu
Director General


Eng. Charles Obuon
Director-Development



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


9. STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE YEAR ENDED 30TH JUNE 2022

Receipts/Payments Item	Original Budget	Adjustments	Final Budget	Actual on Comparable Basis	Variance	% of Var
	a	b	c=a+b	d	e=c-d	f=d/c %
Receipts						
Transfer from Government entities	30,000,000	(30,000,000)	-	-	-	-
Proceeds from Grants-Direct Payments	-	-	-	-	-	-
Total Receipts	30,000,000	(30,000,000)	-	-	-	-
Payments						
Purchase of goods and services	-	-	-	-	-	-
Acquisition of non-financial assets	30,000,000	(30,000,000)	-	-	-	-
Total Payments	30,000,000	(30,000,000)	-	-	-	-
Surplus/Deficit	-	-	-	-	-	-

Note: The significant budget utilisation/performance differences in the last column are explained in **Annex 1** to these financial statements.


Eng. Kungu Ndungu
Director General


Eng. Charles Obuon
Director-Development


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

10. SIGNIFICANT ACCOUNTING POLICIES

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

10.1 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.

10.2 Reporting entity

The financial statements are for Port Reitz/Moi International Airport (C110) Road Project under the State Department of Infrastructure. The financial statements are for the reporting entity's Port Reitz/Moi International Airport (C110) Road Project as required by Section 81 of the PFM Act, 2012.

10.3 Reporting currency

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

10.4 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

10.5 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 incurred and paid for

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

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.

Significant Accounting Policies (Continued)

- **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.

10.6 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.

10.7 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

10.8 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

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

Significant Accounting Policies (Continued)

10.10 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

10.11 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.

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

Significant Accounting Policies (Continued)

10.13 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.

10.14 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. During the year **nil** disbursements were received in form of direct payments from third parties.

10.15 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.

10.16 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.

10.17 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, 2022.

Significant Accounting Policies (Continued)

10.18 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, 2022

11. NOTES TO FINANCIAL STATEMENTS

1. RECEIPTS FROM GOVERNMENT OF KENYA

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

	FY 2021/22	FY 2020/21	Cumulative to-date
	Kshs	Kshs	
Counterpart funding through Ministry of Transport and Infrastructure			
Counterpart funds Quarter 1	-	24,936	936,841,062
Counterpart funds Quarter 2	-	253,300	1,267,314,630
Counterpart funds Quarter 3	-	79,900	596,797,997
Counterpart funds Quarter 4	-	-	1,226,735,352
Total	-	358,136	4,027,689,041

2. PROCEEDS FROM DOMESTIC AND FOREIGN GRANTS

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

3. PURCHASE OF GOODS AND SERVICES

	FY 2021/22			FY 2020/21	Cumulative
	Payments Made by the Entity in Cash	Payments made by third parties	Total Payments	Total Payments	
	KSh	KSh	KSh	Kshs	Kshs
Domestic Travel & Subsistence	-	-	-	333,200	13,936,378
Hospitality Supplies	-	-	-	-	1,711,685
Printing, Adverts & Information Supplies	-	-	-	-	1,099,844
Total	-	-	-	333,200	16,747,907

NOTES TO THE FINANCIAL STATEMENTS (Continued)

4. ACQUISITION OF NON-FINANCIAL ASSETS

Item	FY 2021/22			FY 2020/21	Cumulative to date
	Payments made by the entity in Cash	Payments made by third parties	Total Payments	Total Payments	
	KSh	KSh	KSh	Kshs	Kshs
Research, studies, project preparation, design & supervision	-	-	-	24,936	652,333,308
Construction of Roads	-	-	-	-	2,571,737,091
Acquisition of land	-	-	-	-	2,577,141,920
Total	-	-	-	24,936	5,801,212,319

5. CASH AND CASH EQUIVALENTS CARRIED FORWARD

	FY 2021/22	FY 2020/21
	KShs	KShs
Bank accounts (Note 5A)	-	-
Total	-	-

5A Bank Accounts

	FY 2021/22	FY 2020/21
	KShs	KShs
Local Currency Accounts		
National Bank of Kenya Ltd Retention [A/c No. 0100132733200]	-	-
Total bank account balances	-	-

6. ACCOUNTS PAYABLES - RETENTIONS

Description	FY 2021/22	FY 2020/21
	Kshs	Kshs
Retentions	-	-
Total	-	-

NOTES TO THE FINANCIAL STATEMENTS (Continued)

7. FUND BALANCE BROUGHT FORWARD

	FY 2021/22	FY 2020/21
	Kshs	Kshs
Bank accounts	-	-
Total	-	-

8. CHANGES IN ACCOUNTS PAYABLE – RETENTIONS

Description	FY 2021/22	FY 2020/21
	Kshs	Kshs
Retentions as at 1 st July	-	-
Closing Retention as at 30 th June	-	-
Change in Retention	-	-

12. OTHER IMPORTANT DISCLOSURES

1.PENDING ACCOUNTS PAYABLE (See Annex 3)

Description	Balance b/f FY 2021/2022	Additions for the period	Paid during the year	Balance c/f FY 2021/22
	Kshs	Kshs	Kshs	Kshs
Construction of civil works	-	792,924,139	-	792,924,139
Lands Compensation	29,624,000	-	-	29,624,000
Supply of services	-	-	-	-
Total	29,624,000	792,924,139	-	822,548,139

PORT REITZ/MOI INTERNATIONAL AIRPORT ACCESS (C110) ROAD PROJECT
Reports and Financial Statements
For the financial year ended June 30, 2022

13. PRIOR YEAR AUDITOR – GENERAL'S RECOMMENDATIONS

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status:	Timeframe
1	<p><u>Other Matter</u></p> <p>Pending Bills on Land Compensation</p> <p>Note 12 of the financial statements reflects pending bills on land compensation of Kshs 29,624,000. Documents provided for audit review revealed that the pending bill arose from unsettled land compensation of land bearing plot number MN/VI/3746 registered under Rainy Days Limited and Ms. Selame Transport Company Ltd. In addition, gazette notice no. 1642 of 13th March 2015 showed that 0.124 Ha of the land was to be acquired and was awarded a total of Kshs 36,636,580.00 (Rainy Days Kshs 31,360,000 and Ms. Selame Transport Company Limited Kshs 5,276,580) who were fully compensated in financial year 2016/2017. A corrigendum gazette notice no. 774 further increased the acreage of the same land to be acquired from 0.124 Ha to 0.1287 Ha thus an additional land size of 0.0047 Ha. However, it was not clear how the additional land size was awarded Kshs 29,924,000 which is yet to be paid to the owner, Rainy Days Limited. Further, claims that National land Commission had incorrectly valued the land were not supported by any correspondences, therefore the pending bills figure is disputable.</p>	As correctly noted, this pending bill remain unpaid as National Land Commission (NLC) has not provided correct valuation for the additional land acquired of 0.0047 Ha. The Authority continues to liaise with the NLC to ensure this matter is resolved.	NLC to provide valuation	Continuous

**Port Reitz/Moi International Airport Access (C110) Road Project
Annual Report and Financial Statements for the financial year ended June 30, 2022**

Reference No. on the external audit Report	Issue / Observations from Auditor	Management comments	Status:	Timeframe
2	<p>Budgetary Control and Performance</p> <p>The statement of comparison of budget and actual amounts reflects final revenue budget and actual on comparable basis of Kshs 5,000,000 and Kshs 358,136 respectively resulting to under-funding of Kshs 4,641,864 or 93% of the budget. Similarly, the project expended Kshs 358,136 against an approved budget of Kshs 5,000,000 resulting to under-expenditure of Kshs 4,641,864 or 93% of the budget.</p> <p>Failure to fund the activities of the Project may lead to Project's objectives not being realized.</p>	<p>Due to budgetary and consequently exchequer constraints the Authority was only able to realize Kshs 358,136 hence underperformance. However, this project is complete and open to public use and any budgeted amounts are targeted to pay outstanding bills.</p> <p>The Authority will continue liaising with the National Treasury through the line Ministry to facilitate prompt and adequate funding of projects.</p>	Not Resolved	Continuous


Eng. Kungu Ndungu
Director General
 30 JUN 2022
Date


Eng. Charles Obuon
Director-Development
 30 JUN 2022
Date

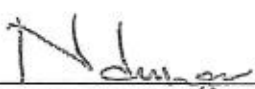
14. ANNEXES

ANNEX 1 - VARIANCE EXPLANATIONS - COMPARATIVE BUDGET AND ACTUAL AMOUNTS


	Final Budget	Actual on Comparable Basis	Budget Utilisation Variance	% of Utilisation Variance to Final Budget	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 2 – 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>
	Quarter 1	-	-	-
	Quarter 2	-	-	-
	Quarter 3	-	-	-
	Quarter 3	-	-	-
	Total	-	-	-


Eng. Kungu Ndungu
Director General

30 AUG 2022
Date


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

30 AUG 2022
Date

ANNEX 3 - ANALYSIS OF PENDING BILLS

Supplier of Goods/Services	Original Amount	Date Contracted	Amount Paid To-Date	Outstanding Balance	Outstanding Balance	Comments
				2022	2021	
	a	b	c	d=a-c		
Civil Works						
China Wu Yi	792,924,139	01.03.2022	-	792,924,139	-	Final Cert
Sub-total	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	29,624,000	

ANNEX 4 – SUMMARY OF FIXED ASSET REGISTER

Asset class	Opening Cost	Purchases/Additions in the Year	Disposals in the Year	Closing Cost
	(KSh)	(KSh)	(KSh)	(KSh)
	2021/22	2021/22	2021/22	2022
	(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