

OAU DRIVE, TOWER HILL, FREETOWN

PARLIAMENTARY DEBATES

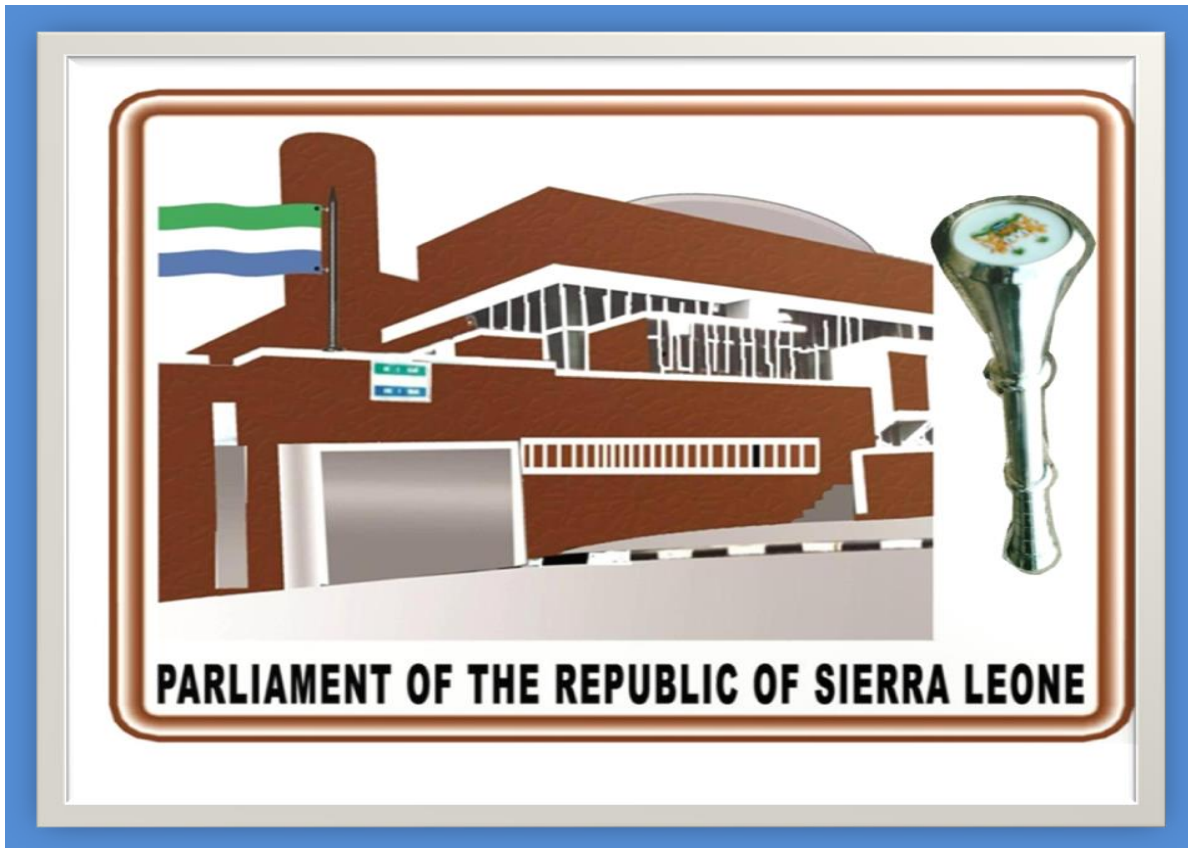
[HANSARD]

OFFICIAL HANSARD REPORT

FIFTH SESSION - FIRST MEETING

THURSDAY, 2nd FEBRUARY, 2017

SESSION – 2016/2017



OAU DRIVE, TOWER HILL, FREETOWN

PARLIAMEN TARY DEBATES

[HANSARD]

OFFICIAL HANSARD REPORT

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First Meeting of the Fifth Session of the Fourth Parliament
of the Second Republic of Sierra Leone.

Proceedings of the Sitting of the House
Held on Thursday, 2nd February, 2017.

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THE MINISTER OF TRANSPORTS AND AVIATION

BE IT RESOLVED

THAT THIS HONOURABLE HOUSE RATIFY THE FOLLOWING AGREEMENTS WHICH WERE LAID ON THE TABLE OF THE HOUSE ON TUESDAY, 24TH JANUARY, 2017:

CONTRACT AGREEMENT CARGO TRACKING NOTE SYSTEM BY AND AMONG SIERRA LEONE PORTS AUTHORITY [SLPA] AND THE GOVERNMENT OF SIERRA LEONE; REPRESENTED BY THE MINISTRY OF TRANSPORTS AND AVIATION [GoSL] AND NATIONAL COMMISSION FOR PRIVATISATION [NCP] AND ASSOCIATED TRANSPORT AND PORTS MANAGEMENT SYSTEM-(ATPMS) [THE SPONSOR] AND TRANSPORT AND PORTS MANAGEMENT SYSTEM, WEST AFRICA, SIERRA LEONE-(TPMS, WA-SL) [THE CONTRACTOR], DATED 27TH NOVEMBER, 2014.



THE CHAMBER OF PARLIAMENT OF THE REPUBLIC OF SIERRA LEONE

Official Hansard Report of the Proceedings of the House

**FIFTH SESSION – FIRST MEETING
OF THE FOURTH PARLIAMENT
OF THE SECOND REPUBLIC**

Thursday, 2nd February, 2017.

I. PRAYERS

[The Table Clerk, Mrs Fatmata Bintu Weston, Read the Prayers].

[The House met at 10:23 a.m. in Parliament Building, Tower Hill, Freetown].

[The Speaker, Hon. Sheku Badara Basiru Dumbuya, in the Chair].

The House was called to Order

Suspension of S. O. 5[2]

II. CORRECTION OF VOTES AND PROCEEDINGS FOR THE PARLIAMENTARY SITTING HELD ON TUESDAY, 31ST JANUARY 2017.

COMMUNICATION FROM THE CHAIR

THE SPEAKER: Honourable Members, we go through the record of Votes and Proceedings for the parliamentary sitting, held on Tuesday, 31st January 2017. As usual, Page 1? Page 2? Page 3? Page 4? Page 5? Page 6? There being no correction or amendment, could somebody move for the adoption of the record of Votes and Proceedings for the parliamentary sitting, held on Tuesday, 31st January, 2017?

HON. BENNEH BANGURA: Mr Speaker, I so move.

THE SPEAKER: Any seconder?

HON. SULAIMAN M. SISAY: I so second, Mr Speaker.

[Question Proposed, Put and Agreed to]

[Record of Votes and Proceedings for the parliamentary sitting, held on Tuesday, 31st January, 2017 has been adopted as presented]

III. GOVERNMENT MOTION:

THE MINISTER OF TRANSPORT AND AVIATION

MR LEONARD B. KOROMA *[Minister of Transport and Aviation]*: Mr Speaker, Honourable Members, be it resolved, that this Honourable House ratify the following agreements which were laid on the Table of the House on Tuesday, 24th January, 2017: Contract Agreement, Cargo Tracking Note System by and among Sierra Leone Ports Authority [ALPA] and the Government of Sierra Leone; represented by the Ministry of Transports and Aviation [GoSL] and National Commission for Privatisation [NCP] and associated Transport and Ports Management System-[ATPMS] [the Sponsor] and Transports and Ports Management System, West Africa, Sierra Leone-[TPMS, WA-SL] [the Contractor], dated 27th November, 2014.

Mr Speaker, Honourable Members, the Government of Sierra Leone [GoSL], building upon its Business Reforms Strategy Programmes for the Sierra Leone Ports Authority [SLPA], with a clear objectives of improving the efficiency, productivity, customer service delivery, capacity building, and financial and operational performance of Sierra Leone Ports Authority [SLPA] and in compliance with international standards, introduce the day-to-day management and operations of the Cargo Tracking Note [CTN] to a private sector operator through a competitive bidding process.

In pursuant of the Government of Sierra Leone business reforms strategy, Government through the National Commission for Privatisation requested for proposals in this regard and six companies submitted bids for the implementation and management of the Cargo Tracking Note at the Sierra Leone Ports Authority. Following the evaluation of the proposals received, Transport and Management Systems West Africa Sierra Leone [TPMS - WASL] emerged as the most responsive bidder and was contracted to deliver the project. International Moving Companies involves in overseas shipping of any kind, whether for personal removals, business removals, excess baggage shipping or commodity shipping are now required to provide or obtained Cargo Tracking Note for all cargo travelling by sea. The NTT TPMS WASL with the technical expertise, knowledge and operational capacity to implement the required ISPS Code on the CTN delivery process was issued a licence to manage the CTN Project.

Mr Speaker, Honourable Members, Cargo Tracking Note or CTNs were introduced, following the September 11th attacks as a means of improving the security around marine shipment and to create a system of verifying the content of every cargo and then tracking that cargo between ports. Every cargo travelling by sea must be issued with a CTN by an approved agent prior to departure. This Agreement created a licence provider of the said service at the Ports of Sierra Leone to conform to international laws. The International Marine Organisation [IMO) and all stakeholders in the Marine Time Industry, seek to facilitate the similar marine transportation that will guarantee the safety of human and marine life, together with goods, vessels, ports and the environment. The Government of Sierra Leone, being a signatory to the international

shipping and Ports security [ISPS] Code, has undertaken to implement the most important requirement in respect of the advent cargo declaration, through the Sierra Leone Ports Authority [SLPA] and has granted approval for the implementation of the CTN Project in Sierra Leone. The CTN system has been in operation for a long time in continental Europe, America and Asia and has been adopted by most countries in Guinea, Nigeria, Ghana, and in other parts of Africa.

Mr Speaker, Honourable Members, the process involves satellite tracking of cargo and the issue of a CTN number for each container and loose cargo, break bulk that is being imported and exported out of the country. The implementation of the service shall be at no direct extra cost to importers and the Government as the fee to be charged for the service is already inbuilt in the international freight will be paid by the carrier. The successive bidder incorporated a special purpose company in Sierra Leone TPMS WASL, for the purpose of this project. There is a monitoring and a review committee set up by GoSL to ensure that SLPA and GoSL periodically review the operation and revenue generated by the project. Cargo tracking represents an additional layer of security to ensure that cargo gets to their destination in the same condition as they began the voyage. It involves processes and systems to determine the location of the goods and ensure that it is consistent with what is authorised and expected.

Mr Speaker, Honourable Members, the CTN Project has enormous benefits to the Government and the people of Sierra Leone. These are:

- a. increases security by providing information on the movement of the cargo throughout the international trade environment;
- b. improves the ability to monitor the flow of goods to and from the Ports;
- c. creates a more efficient system that saves time and money, while improving the quality of cargo monitoring;
- d. improves communication directly with customers and enabling more exact cargo arrival time estimated;
- e. serves as a deterrent against thief and pilferage thereby reducing cost.
- f. maintains the integrity of goods and the supply chain;

- g. controls of drugs and other banned substances from entering or leaving the Ports;
- h. accurate record of cargo loaded and/or discharge at the Quay;
- i. short landing activities, whereby cargo is offloaded without documentation would be prevented;
- j. Government would generate additional revenue on taxes levied on imports and exports, as a result of accurate declarations of break board cargo and containers;
- k. there is an increase in employment of Sierra Leoneans and Government also gets additional revenue from PAYE and withholding taxes;
- l. Government is also entitled to a percentage of the proceeds from the CTN activities;
- m. cost of sea freight to and from the country would be reduced over time, resulting in the confidence the shipping community would have on safety and completeness of cargo destined to Sierra Leone. This would also reduce insurance claim on short landing activities.

Mr Speaker, Honourable Members, the CTN is one of the non-core activities of the SLPA that has not been implemented before, but it is very crucial in ensuring the safety completeness and accuracy of cargo discharged or loaded at the Quay. The private investor would be required to procure all assets to be used for the CTN Project and would submit monthly, quarterly and annual reports to GoSL on its operation. There will also be a review and monitoring of the activities of the SPV to ensure completeness of all transactions and proper allocation of revenue. The mode of privatisation implemented was by license agreement initially for ten years with an option to renew for another five years between the Government of Sierra Leone, represented by NCP, MTA and SLPA on the one part and TPMS WASL on the other hand.

In that light, Mr Speaker, Honourable Members, 'be it resolved that this Honourable House ratify the following Agreements which was laid on the Table of the House on Tuesday, 24th January, 2017.

[Question Proposed]

HON. ALPHA B. LEWALLY: Thank you very much, Mr Speaker. Mr Speaker, Honourable Members, I rise to contribute to the Agreement which was laid on the Table of this Honourable House on Tuesday, 24th January, 2017 by the Minister of Transports and Aviation.

Mr Speaker, Honourable Members, the importance of this Agreement cannot be over emphasised, taking into consideration our Government's quest and determination for revenue generation. Like what the Minister has said, the Cargo Tracking Note is an ISP code 400, which was actually initiated by the international maritime organisation immediately after the devastating attack in New York. That attack took place on the 11th September, 2001. Since then, this code was used to verify and track every cargo as it sails from one port to another. As a result, every container or bulk and break bulk cargo which leaves from one Port to another is to be tracked by the CTN.

Mr Speaker, Honourable Members, the Agreement presented to this House is very important, taking into consideration the Budget presented by the Minister of Finance and Economic Development for the fiscal year 2017. If you go to Paragraph 93 of that Budget, you will find out that these are some of the reforms Government has put together to ensure that we mobilise revenue for the economy. With the leave of Mr Speaker, Paragraph 93 reads: "**The Finance Bill 2017, which would soon be submitted to this Honourable House, outlined the proposed changes to the following Income Tax Act, 2007, the Goods and Services Tax Act, 2009, the Pay Roll Tax Act, 1972.**"

HON. ANSUMANA J. KAIKAI: Mr Speaker, the Bill the Honourable Member is referring to is yet to be presented to this House. This Agreement has other areas that the Honourable Member could reference, instead of referring us to a Bill that is not yet here.

THE SPEAKER: With respect to you, Honourable Ansumana J. Kaikai, I don't think what he has said in that regard is totally irrelevant.

HON. ANSUMANA J. KAIKAI: Mr Speaker, I will require the Honourable Member not to take this personally because it is within the requirements through the regulations of this House to be in line.

HON ALPHA B. LEWALLY: Mr Speaker, I am in line because what is contained in this document is tied to the Budget Speech presented in this House. If you look at the Speech, what I am saying has to do with Cargo Tracking Note and it is in the Budget Speech. Therefore, I will refer you to Page 97, **“For improvement in custom valuation by updating the Price Revenue Database [PRD] with original price data from the Cargo Tracking Note Company.”**

HON. ANSUMANA J. KAIKAI: Mr Speaker, the Honourable Member referred us to a Bill that is not yet here. If you are referring to a Bill that is already here, then you can make reference to it.

HON. IBRAHIM R. BUNDU: Mr Speaker, I am sure the Bill and the Finance Act in question are with us and the process of it being in this Well is ongoing. Once a Bill is within the precincts of Parliament, I don't think that should be a problem.

THE SPEAKER: Mr Majority Leader, what the Minority Leader is saying is that there is no harm in referring to something that has already been transacted in this Chamber and by this House, but if something is in our possession and it has not yet been dealt with, it is taken that it is not yet properly before the House *[Applause]*.

HON. ALPHA B. LEWALLY: Mr Speaker, the Honourable Member from Pujehun... - *[Interruption]*.

THE SPEAKER: Honourable Alpha B. Lewally, stop referring to him. That was why he said you have been personal. He does not have anything against you personally. His interest is that you conform to what is right.

HON. ALPHA B. LEWALLY: Mr Speaker, I want my colleague to understand that I was not talking about the Finance Bill. I was referring to the Budget Speech which was laid in this Well by the Minister of Finance. I was drawing the attention of this House to

Government's strides towards revenue generation and the role the CTN will play in helping Government to raise revenue.

Mr Speaker, Honourable Members, it was on that note that the Committee on Transports and Aviation came to the conclusion that this document is not properly before the House. In other words, this Agreement does not conform to other Agreements which have been ratified by this House. Therefore, Mr Speaker, I would like to draw the attention of the Minister to certain clauses in this Agreement. I want to draw the attention of the House to Page 14, Article 2[4] of this Agreement.

THE SPEAKER: Honourable Member, do you have anything that you want to object to?

HON. ALPHA B. LEWALLY: Mr Speaker, we are not objecting as a Committee, but we are recommending to the Minister for some amendments to be made on this Agreement.

HON. ANSUMANA J KAIKAI: This is becoming extremely interesting because the Chairman of Committee on Transports and Aviation is asking for an amendment on this Agreement that is before this House. More or less, we will agree with you if you want us to send the Agreement out for further amendment because the only person who can do that is the Minister and those who signed the Agreement.

HON. ALPHA B. LEWALLY: Mr Speaker, I would like to refer the House to Page 14, Article 2[4], which has to do with monitoring and the implementation of this Agreement.

THE SPEAKER: Honourable Alpha B. Lewally, are you in agreement with the totality of this agreement?

HON. ALPHA B. LEWALLY: Yes, Mr Speaker.

THE SPEAKER: Well say so and round up.

HON. ALPHA B. LEWALLY: Mr Speaker, having made my contribution to this Agreement, I would ask my colleagues to speedily support and ratify this Agreement.

HON. CHERNOR R.M. BAH: Thank you very much, Mr Speaker. Mr Speaker, Honourable Members, before us this morning is a contract Agreement for ratification. I want to start by saying that I want to encourage all of us to ratify this Agreement *[Applause]*. I followed the Chairman's remarks keenly, but I would not want to go into those details. I believe and I hope I am not misguiding myself, but what some of us are thinking is that I have had discussions on this document. There is no way this House can amend an Agreement that is before it for ratification. Like I said earlier, I want to encourage all of us to ratify this Agreement. We will also encourage the Minister to look at the document, together with other relevant stakeholders like Ports Authority and the NCP. They should come together and look at areas that are dis-advantageous to the business itself.

Mr Speaker, Honourable members, I want the Speaker to continue to be patient with us. I am saying this because whether he accepts it or not, he would have to be patient with us because we would continue to make mistakes. The Chairman was definitely not calling for an amendment. Again, I want to encourage the Minister and his team, the NCP, the Sierra Leone Ports Authority and other key players in this Agreement to sit and look at this Agreement after it has been ratified, so as to ensure that the Agreement benefits both Government and the other parties. That is what I would suggest and encourage all of us to ratify this Agreement.

HON. FODAY RADO YOKIE: Thank you, Mr Speaker. I said this severally in this House and I will say it again that when Bills or Agreements are before us for ratification and they are non-controversial, we should endeavour in our contribution not to introduce controversy. This is because you would end up either by shooting yourself in the leg or you just create unnecessary deliberation. As the Minister has presented the document before us for ratification, we should not waste our time on the Agreement. This is not a bill wherein we have to go to the Committee Stage and dot the 'Is' and cross the 'Ts.' You either reject it or you accept it in entirety. I think that has been the norm. However, this is a non-controversial Agreement.

Mr Speaker, Honourable members, the Honourable Member from the Western Area said in his contribution: **"In the Government bid to mobilise resources."** I think the rationale is very clear and we should support the Government to attain that particular objective. Like what Honourable Chernor R. M. Bah has said, there are few grey areas in this Agreement that the Minister would have to look into. Again, I want to encourage the Minister and all other parties to look at those grey areas, so that Sierra Leone is considered as an investment-friendly country. If this is done, more investors would be encouraged to come and invest in this country. As a Parliament, we cannot amend this Agreement here. Therefore, I want to encourage this Honourable House to speedily ratify the Agreement before us.

HON. KOMBA E. KOEDOYOMA: Thank you, Mr Speaker. Mr Speaker, Honourable Members, I totally agree with the last two speakers, the Honourable Members from Western Area and Bo District. My only worry with this kind of Agreement before this House is the absence of the stakeholders. We are only seeing the Minister, who is representing the Ministry of Transports and Aviation. The other stakeholders from SLPA and NCP are not being represented here. Therefore, we are merely talking to ourselves.

THE SPEAKER: On that note, I would kindly ask Honourable Komba E. Koedoyoma to take his seat for the time being. I want to see all those who came to represent the institutions that are relevant to this Agreement. Honourable Komba E. Koedoyoma, that was a very important point you have made. I would suggest here that you deal with those officials during your oversight functions. I think Members of Parliament have always been asking for this.

HON. KOMBA E. KOEDOYOMA: Thank you, Mr Speaker. The Minister has made his point and I think it is up to us to look at the issues raised by the Minister in his presentation. I think it's in place. As far as I am concerned, this is a non-controversial Agreement. Without much ado, like the others have appealed and particularly the Deputy Speaker, I ask that we speedily ratify this Agreement.

HON. EDWARD S. JENGO: Thank you very much, Mr Speaker. Mr Speaker, Honourable Members, I stand this morning to lend my voice in support of the

Agreement before this House. I have gone through this document page by page, and the content is fully comprehended [*Applause*]. I would like to state here that this is a fine Agreement, but there are some grey areas we need to look at. The 'going concern' of the business, especially the contractor is a problem to me. I would like to refer the House to Page 15, Article 3[2]. Mr Speaker, if you look at the kind of service the Contractor and the company is expected to provide, it is somehow sophisticated and very expensive to run. This is because the ratio, 40:60 has something to do with the going concern of the business. At the end of the day, if the 60:40 is a ratio of what goes to Government and the Contractor, this is why I said the 'going concern' of the business is what I want to highlight.

Mr Speaker, Honourable Members, in an instance where the Contractor is faced with challenges, like and outbreak of a disease or a fall in the price of iron ore or other exports, it would be very difficult for the Contractor to perform as expected. When the price of iron ore fell and the Ebola disease broke out, our economy faced challenges that we are still trying to see how we can recuperate and get our stamina as a nation and to get businesses going. Therefore, I have problems with that aspect of the Agreement. The Minister would have to look into that very strongly and see how that could be amended. I am saying this because the business is an indigenous business.

Mr Speaker, Honourable Members, when Gento Group started its business, some of questioned its viability, especially when the business was in its embryonic stage. As time went by, Gento proved to be an indigenous business company that we Sierra Leoneans need to emulate. Similarly, if you look at the TPMS, they have operated in my Constituency and that is why I am supporting the ratification of this Agreement. Operating as an indigenous business entity, they have been living up to expectations in my Constituency; they have shared some of their goodies with us; and they have made some dividends in my Constituency. They have been responding to Corporate Social Responsibility issues.

Mr Speaker, Honourable Members, I want to remind this Honourable House that we have responsibility as Sierra Leoneans to support indigenous businesses. Our

businesses are in the hands of foreigners and our foreign earnings are very small. Therefore, we need to empower our indigenous business people to grow. Without much ado, I want to say that the 'integrity' should be the watch word because the services they will be providing have to do with the security of the company and that, they should not do anything that would compromise the integrity of certain information. We need to create an enabling environment for them to operate freely.

With these few words, Mr Speaker, Honourable Members, I want to plead to this Honourable House to speedily ratify this Agreement. I thank you very much.

HON. ANSUMANA J. KAIKAI: Mr Speaker, Honourable Members, the debate on the ratification of this Agreement this morning reminds me of a village where the voice or the cries of a Hermit was coming from a forest not too far from that village. Even though the elders knew what that Hermit was, they would not disclose it to the women and children. That is just about what I suspect has been happening here this morning on this ratification.

Mr Speaker, Honourable Members, I am being interrupted by serious undertone from that side; and if that undertone continues and pushes me to the extreme, I would stand firm because the Committee on Selection in this House has the reserved right to appoint Chairmen and fire them. Therefore, a word is sufficient enough for a wise.

Mr Speaker, Honourable Members, having made that cautionary statement, I now go to the Agreement that is before us. I want to inform this House that the Ministry and all other relevant Government Agencies have worked very hard in bringing this Agreement to this House. However, I would like the Minister to clarify certain issues to this House, especially the issue relating to the 60:40 the Honourable Member from Moyamba was referring to. Also, I would like the Minister to tell us if there is a clause that has to do with a revision of the Agreement by Government and its Agencies at any time, if they so feel on behalf of the people of this country. Thirdly, it is a requirement for this House to know the Contractors or Sponsors and that should be clearly explained to this House. I want to know the Contractors or Sponsors. The Minister has the right to tell this

House as to who the Contractors are. The requisition should not even come from a Member of Parliament.

Mr Speaker, Honourable Members, as far as I am concerned, I am saying this because we owe it to the people of this country to diligently and effectively deliver on their behalf. We want to know if they are local Contractors and their compositions. As a Parliament, we want to know the Contractors. I am glad to note here that what I am saying is going to be recorded in the Hansard and the people of this country are listening, especially those that we represent.

HON. FODAY RADO YOKIE: Mr Speaker, Honourable Members, I am taken aback when the controversial Acting Minority Leader referred to us as nonsense and shameless in an undertone. I considered that statement to be appalling and un-parliamentary. Therefore, I would like him to withdraw that statement.

THE SPEAKER: Honourable Ansumana J. Kaikai, did you really say what has now been imputed to you?

HON. ANSUMANA J. KAIKAI: Mr Speaker, Honourable Members, I used the word shameless, but I did not say nonsense. Nonsense is un-parliamentary but shameless is not because they were undertones. They are not part of the official records.

THE SPEAKER: Honourable Ansumana J. Kaikai, you are one of the Members of Parliament who is very particular about the observance of the stipulations of the Standing Orders; and because of that, I am asking you to withdraw the word 'shameless.'

HON. ANSUMANA J. KAIKAI: I will always obey the orders of Mr Speaker. In that regard, I withdraw the word 'shameless.' I have respect for this House; and as I stand here this morning, it is now part of the records of this House that such an issue has arisen.

THE SPEAKER: Honourable Ansumana J. Kaikai, I am one person in this Parliament who would not want to see any embarrassment been meted on you. Strictly speaking, you are the most senior Member of Parliament in this House and you are expected to

behave in a way totally reflective of this. When Members of Parliament say certain things that are against you, you have to control your emotions because they are all your boys.

HON. ANSUMANA J. KAIKAI: Mr Speaker, I totally agree with you and I am not angry at all. I am only concerned, but not angry. I am only concerned and my concern goes beyond this House. My concern is for the benefit of the people of this country because this Agreement cannot be amended. This Agreement has to be ratified wholesomely, but I have to point out certain grey areas that the Minister may have to revisit with his colleagues.

On that note, Mr Speaker, Honourable Members, I ask that this Agreement be ratified. I thank you *[Applause]*.

THE SPEAKER: Mr Leader, before I call on you, let me say that Honourable Ansumana J. Kaikai has made a professional contribution this morning. This is because he did not advocate for an amendment. Sincerely speaking, it is irregular with regards to Agreements. If he has advised the Minister to take note of certain things in this Agreement and find time to discuss them with some of his colleagues for possible amendment, that is the rule and it is professional.

HON. IBRAHIM R. BUNDU *[Majority Leader of the House and Leader of Government Business]*: Thank you very much. Mr Speaker, Honourable Members, at the outset, I want to commend the Minister and his team for bringing such a very important Agreement. I would also like to congratulate our indigenous company for having gone through the rigours of scrutiny from that Ministry to be the most responsive Company for this Contract. To me, it is going to be a win-win situation because the Ministry is local and the Company is also local. So, since we are talking about revenue generation, as presented by the Minister, I want to commend the Ministry of Transports and Aviation. As a country, we need revenue to implement certain development programmes.

Mr Speaker, Honourable Members, the Minister also talked about security enhancement. If this country is not secured in terms of what we take out and what we bring in, our progress would be severely impaired. I believe it is a legitimate concern that we must work to achieve. Again, the under declaration of goods would be minimised because the CTN now has the leverage to use its equipment and techniques to track defaulters.

On that note, Mr Speaker, Honourable Members, I want to join other colleagues who have requested that we hastily ratify this Agreement because this Agreement is going to benefit Sierra Leone. Thank you very much.

Mr LEONARD B. KOROMA: Mr Speaker, Honourable Members, I want to thank the Honourable Members for their valuable contributions, starting with the Chairman of the parliamentary oversight Committee on Transports and Aviation, Honourable Alpha B. Lewally, the Deputy Speaker, Honourable Foday Rado Yokie, Honourable Komba E. Koedoyoma, Honourable Edward S. Jengo, Honourable Ansumana J. Kaikai and Honourable Ibrahim R. Bundu.

Mr Speaker, Honourable Members, I have noted all the concerns raised by Honourable Members. I have also noted the Articles they referred to for possible amendments, which would result in an addendum subject for successful negotiations between the parties and Government. I have also noted the issues regarding the 60:40 shares that are part of this Agreement, the ten years duration and five years review. I also noted the issues relating to monitoring and evaluation, which geared towards improving the provisions of the Contract and make it more beneficial to the Government. I want to assure this House that we would look into all these issues as a matter of urgency and report back to the House.

With that promise, Mr Speaker, Honourable Members, be it resolved that this Honourable House ratify the following Agreement which was laid on the Table of the House on Tuesday, 24th January, 2017:

Contract Agreement, Cargo Tracking Note System by and among Sierra Leone Ports Authority [SLPA] and the Government of Sierra Leone, represented by the Ministry Transports and Aviation [GoSL] and National Commission for Privatisation [NCP] and

Associated Transports and Ports Management System – [ATMPS] [The Sponsor] and Transport and Ports Management System, West Africa, Sierra Leone – [TPMS, WA-SL] [The Contractor], dated 27th November, 2014.

[Question Proposed, Put and Agreed to]

[Government Motion by the Minister of Transports and Aviation has been ratified]

ADJOURNMENT

[The House rose at 11:25 a.m. and was adjourned to Thursday, 9th February, 2017 at 10:00a.m]