

# NATIONAL ASSEMBLY

## OFFICIAL REPORT

Wednesday, 9th December, 1998

The House met at 9.00 a.m.

*[Mr. Deputy Speaker in the Chair]*

PRAYERS

## ORAL ANSWERS TO QUESTIONS

*Question No.753*

SETTLEMENT OF FARMERS IN KILIFI

**Mr. Deputy Speaker:** Is Mr. P.K. Kamande not here? We will leave his Question until the end. Let us move on to the next Question.

*Question No.761*

LOSSES INCURRED BY TEA FARMERS IN KABONDO

**Mr. Deputy Speaker:** Mr. Otula is away and he asked his Question to be deferred.

*(Question deferred)*

*Question No.587*

ALLOCATION OF TELEPHONE NUMBERS  
TO NJUKINI RESIDENTS

**Mr. Mwakiringo** asked the Minister for Transport and Communications:-

- (a) whether he is aware that telephone subscribers at Njukini Location in Taveta Division have been allocated telephone numbers of Voi Exchange which is 140 kilometres away;
- (b) whether he is further aware that the subscribers making local calls are charged the same rate applicable to Voi Exchange; and,
- (c) what action he will take to ensure that the subscribers are compensated by way of rebate and also rectify the problem.

**Mr. Deputy Speaker:** Is there any one here from the Ministry of Transport and Communications. We will leave this Question until the end. Let us move on to the next Question.

The next Question was answered. Question No.669 by Mr. Wanyiri Kihoro was answered. So, we should skip it. Let us move on to the next Question.

*Question No.732*

REPAIR OF KALINGILE BRIDGE

**Mr. Deputy Speaker:** Mr. Munyao not here? We will leave his Question until the end. Let us move on to the next Question.

*Question No.674*

PROVISION OF TRANSPORT TO  
CHOGORIA MISSION HOSPITAL

**Mr. Mutani** asked the Minister for Health:-

- (a) whether he is aware that nurse trainees at Chogoria Mission Hospital cannot be taken to Mpukoni Health Centre for clinical experience since the hospital has no vehicle nor telephone facility;
- (b) whether he is further aware that the said trainees are instead taken farther away to Kanyuambora Health Centre in Embu District where such facilities are available; and,
- (c) if the answers to "a" and "b" are in the affirmative, when Mpukoni Health Centre will be provided with a vehicle and telephone facility.

**The Assistant Minister for Health** (Mr. Criticos): Mr. Speaker, Sir, I beg to reply.

(a) Yes, I am aware that the nurse trainees at Chogoria Mission Hospital cannot be taken to Mpukoni Health Centre for clinical experience because our health centre has no vehicle and the telephone has been disconnected.

(b) I am not aware that the trainees are taken far away in Embu. However, I am aware that the trainees are taken to Kirikiri and Siakago Health Centres in Mbeere District. Both of these facilities have vehicles.

(c) As I said in my answer to parts (a) and (b), the vehicle and telephone will be provided as soon as we have enough funds available.

**Mr. Mutani:** Mr. Deputy Speaker, Sir, I would like to thank the Assistant Minister for that answer. Mpukoni Health Centre was constructed earlier before Kenya attained Independence and it had everything. Even now, it has everything except a few facilities which were withdrawn the other day. It had a Land Rover ready for maternity cases. It had the telephone and it was disconnected. Would the Assistant Minister, on humanitarian basis, provide these services to help with the maternity cases? He should also help Chogoria Hospital which has got its staff going far into a different district.

**Mr. Criticos:** Mr. Deputy Speaker, Sir, I appreciate the sentiments expressed by the hon. Member. However, we are having financial constraints in the Ministry of Health. So, I think it is better for me to be very open about this matter. I would like to say that we do not have enough funds and we do not have any vehicles. I do realise what the hon. Member is saying about the area. There was a vehicle and the telephones were working. But during that time, our population in this country was little, compared to what we have now. We have other diseases which have compounded the problem like HIV and others. So, I do sympathise with the hon. Member.

**Mr. Mutani:** Mr. Deputy Speaker, Sir, does the Assistant Minister intend to tell us and the nation that Embu District has no diseases, where those trainees are taken? This is because the management in Embu is a little bit favourable, unlike Meru where there are no facilities. Are there no diseases in Embu or at Kanyuambora and other places in Mbeere?

**Mr. Criticos:** Mr. Deputy Speaker, Sir, I was actually replying to the hon. Member concerning a vehicle and the telephones. I was just expounding on what I said; that we have financial constraints.

**Mr. Mwakiringo:** Mr. Deputy Speaker, Sir, what grip has the Ministry on these district health bonds? This is because some of the finances can be used to provide facilities in that hospital, if the Ministry can intervene.

**Mr. Criticos:** Mr. Deputy Speaker, Sir, the hospital boards have been set up. They have been gazetted and at the same time, some of them are operational. There are some which are not operational. The ones which are not operational at the moment are under review for new committees to be formed.

Concerning the second part of hon. Mwakiringo's question, the cost-sharing money can be used, but only for emergency cases like lack of drugs and fuel that is required. But we cannot approve finding for major capital investments like vehicles.

**Mr. Gitonga:** Mr. Deputy Speaker, Sir, could the Assistant Minister tell us how the Government provides finances and how such funds are shared among health institutions in Meru District?

**Mr. Criticos:** Mr. Deputy Speaker, Sir, I do not have this information at the moment because I was answering a different Question altogether. However, if the hon. Member wants this information, I can avail it to this House. It is in our normal budgetary provisions.

*Question No.672*

WATER SHORTAGE AT KAKAMEGA  
GENERAL HOSPITAL

**Dr. Kulundu** asked the Minister for Health:-

- (a) whether he is aware that Kakamega Provincial General Hospital is experiencing water shortage;
- (b) whether he is also aware that there is an unused water borehole at the Hospital; and,
- (c) if the answers to "a" and "b" above are in the affirmative, what urgent corrective measures he is taking.

**The Assistant Minister for Health** (Mr. Criticos): Mr. Deputy Speaker, Sir, I beg to reply.

(a) Yes, I am aware that the Kakamega Provincial General Hospital experiences frequent water shortages due to inadequate water supply in the town.

(b) I am also aware that there are two unused water boreholes at the Hospital.

(c) My Ministry has sought the assistance of the Ministry of Water Resources to be allowed to operate the two boreholes which fall under their jurisdiction.

**Dr. Kulundu:** Mr. Deputy Speaker, Sir, I would be satisfied with that answer if it was not for the fact that these two boreholes, the Assistant Minister refers to in his answer, were sunk way back in 1987. They were sunk at the request of the Ministry of Health by FINNIDA. Could the Assistant Minister tell this House what has delayed issuance of authority by the Ministry of Water Resources to Kakamega Provincial General Hospital for them to be water undertakers as per Chapter 23 of the Laws of Kenya?

**Mr. Criticos:** Mr. Deputy Speaker, Sir, we have approached the Regional Manager of Western Province for the National Water Pipeline and Conservation Corporation. He advised the Hospital to put a request to the Managing Director, which we did according to the water Act Cap.372 Section 124(4). So far, we have not received any reply to that letter, a copy of which I have here with me. We have been pursuing this matter since it was brought to our attention.

**Mr. Khamasi:** Mr. Deputy Speaker, Sir, this problem of water shortage in Kakamega Hospital is very serious. It is very serious to the extent that the relatives of the patients have to carry water to the Hospital for their patients. This question of discussing on how the Ministry of Water Resources can allow the Hospital to use those two boreholes was discussed in the DDC early this year. I wonder what the Assistant Minister is doing to make sure that this process is hastened in order to avail water to patients at the Hospital?

**Mr. Criticos:** Mr. Deputy Speaker, Sir, the Ministry of Health feels that this Question should be referred to the Ministry of Water Resources rather than to us. We wrote a letter to the Ministry of Water Resources on this matter on 19th May, 1995. We told them that the Hospital has no water because of lack of water from the main pipes. But up to now, we have not received any reply. We also wrote again on 11th September, 1998. I have a copy of that letter here and we still have not received any reply from them. So, my Ministry is still pursuing the matter with that Ministry of Water Resources although we feel that this Question should be referred to the Ministry of Water Resources.

**Mr. Deputy Speaker:** Order, Mr. Assistant Minister! It is the Ministry of Health that asked for these two boreholes to be sunk in the Hospital so that they could be used exclusively by the Hospital. So, it is the Ministry of Health which will be the water undertaker and not the Ministry of Water Resources. So, you must really pursue this matter.

**Mr. Criticos:** With due respect, we, as a Ministry, did not request for the boreholes because, at that time, we had adequate water from the main water supply of the town. This was requested for in the DDC. However, I will take your advice and pursue the matter further. If the hon. Member could approach me in the early part of next year, I am sure we could do something together.

**Mr. Kombo:** Mr. Deputy Speaker, Sir, when you have a hospital without water, and then you get a casual reply like the one we are getting, it is very sad. A hospital without water is like a house without a toilet. In the meantime, what is the Assistant Minister doing to ensure that Kakamega Hospital has got sufficient water for patients instead of giving this casual reply in which he claims all sorts of things and blames other people? What immediate measures has the Ministry taken?

**Mr. Criticos:** Mr. Deputy Speaker, Sir, this is not a casual reply. We are very serious about a hospital without water. However, I have been made to believe that the hospital has been using a water bowser from the Ministry of Public Works and Housing.

**Dr. Kulundu:** Mr. Deputy Speaker, Sir, could the Assistant Minister tell us when he expects to get a reply from the Ministry of Water Resources?

**Mr. Criticos:** Mr. Deputy Speaker, Sir, I think that is repetition because I have already answered that question. I will pursue the matter further.

*Question No.653*

## NON-PAYMENT OF COMPENSATION TO MR. BWONYA

**Mr. Deputy Speaker:** Is Mr. Wafula not here? We will go back to Mr. Mwangi Kamande's Question.

**Mr. P.K. Kamande:** Mr. Deputy Speaker, Sir, before I ask my Question, I apologise for coming late.

*Question No.753*

## SETTLEMENT OF FARMERS IN KILIFI

**Mr. P.K. Kamande** asked the Minister of State, Office of the President:-

(a) whether he is aware that Mr. Shadrack Mburu Kinuthia, holder of title number Tezo/Kibarani/Tezo/Konjara Block 1/45 and Mr. Samwel Wandua Mbuthia, holder of Tezo/Kibarani/Tezo/Konjara Block 1/372 are amongst hundreds of farmers from Maragwa District who bought land in Kilifi District;

(b) whether he is further aware that the farmers have been unable to settle on their legally acquired farms; and,

(c) if the answers to "a" and "b" above are in the affirmative, why the farmers have been unable to settle on the said land and whether he could arrange to settle the farmers without further delay.

**The Minister of State, Office of the President (Maj. Madoka):** Mr. Deputy Speaker, Sir, I beg to reply.

(a) Yes, I am aware.

(b) Yes, I am also aware.

(c) Mr. Shadrack Mburu Kinuthia bought this land, not knowing that there were very many squatters in that area who had been living there since the early 1960s. So, when he got this land he did not know that there were squatters there and the squatters are not very willing to leave the area, but I believe there are discussions going on between the owner of the land and the squatters on the possibilities of the squatters buying this piece of land.

**Mr. P.K. Kamande:** Mr. Deputy Speaker, Sir, Mr. Shadrack Mburu Kinuthia is one among many from Maragwa District. They joined hands together in order to buy land in Maragwa District from the White settlers. They bought one farm which they subdivided among themselves. They later went further to invest in the Coast Province where they bought this land from Mr. John Keen. After even acquiring their title deeds, their manager was beheaded. Right now, those people have even sworn that they will never let "watu kutoka bara" to settle in that area. What plans does the Government have to enable these people from Maragwa District to enjoy their constitutional rights of owning property in any part of this country?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, as you are aware, there are many people who have been trying to buy land down at the Coast Province, but they bought land not knowing that there were already people there. So, when they bought this land, they had no knowledge that the squatters were there and the squatters have been living there for many years and they also feel that it is their right to be on that particular piece of land. But as I said, the squatters are having discussions with this group to see as to whether they can buy the land.

**Mr. O. K. Mwangi:** Thank you Mr. Deputy Speaker, Sir. I am perturbed by the answer given by the hon. Minister on the ground that this is a violation of a constitutional right as provided for in the Constitution of this country. Is the Minister telling this House that the Government is out to protect illegal occupiers of other peoples' property? They have gone to the extent of committing murder and the Government does not take any action against them. Is he also saying that when a citizen buys property in any part of this country somebody else has got a right to kill him? What is the Government doing to ensure that these people enjoy

their rightful stay on the land they have legally bought under the provisions of the Constitution of this country?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, Kenyans are free to buy land and settle anywhere in this country. In this particular case, when these people bought the land there were squatters already on the land. The squatters should have been given first priority to buy the land. These people never visited the pieces of land when they were buying them, and so they did not know what was there. So, the problem is between the squatters and

these people. But as I said earlier, discussions are going on between these two groups of people.

**Mr. P.K. Mwangi:** Mr. Deputy Speaker, Sir, this was a question of a willing-seller-willing buyer. The squatters had a mandate to buy that land, but all the same they were unable to purchase it from Mr. John Keen. That is why my people from Kagaa Farmers Co-operative Society were able to buy that land. Why did those squatters not join hands as my people did in order to buy that land? I would like the Minister to confirm that my people will be allowed to settle on that land, because they are now squatters within Maragwa District.

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I do not wish to make any further comment because I have already stated what the position is.

*Question No.587*

ALLOCATION OF TELEPHONE NUMBERS  
TO NJUKINI RESIDENTS

**Mr. Mwakiringo** asked the Minister for Transport and Communications:-

(a) whether he is aware that telephone subscribers at Njukini Location in Taveta Division have been allocated telephone numbers of Voi Exchange which is 140 kilometres away;

(b) whether he is further aware that the subscribers making local calls are charged the same rate applicable to Voi Exchange; and,

(c) what action he is taking to ensure that the subscribers are compensated by way of rebate and also rectify the problem.

**Mr. Deputy Speaker:** Is anyone here from the Ministry of Transport and Communications? We will leave that Question until the end then. Mr. Kihoro's Question.

**Mr. Kihoro:** Thank you, Mr. Deputy Speaker, Sir. I apologise for coming late.

**Mr. Deputy Speaker:** I am sorry, Mr. Kihoro. Your Question has already been answered in your absence.

*Question No.732*

REPAIR OF KALINGILE BRIDGE

**Mr. Deputy Speaker:** This Question has some difficulties in that the Question that lies with the Ministry does not correspond to the Question on the Order Paper. Under the circumstances, the best solution is to ask the Minister to come up with a statement, either this afternoon or tomorrow, regarding this Question. I do recall that this Bridge was asked about by hon. Katuku last week.

**Mr. Munyao:** Thank you, Mr. Deputy Speaker, Sir, for that correction. Last week, the Minister brought a wrong answer to this House. He then told me that he would reply to the Question this week. I would be very grateful if he makes the statement tomorrow because I will not be in this House this afternoon.

**Mr. Deputy Speaker:** That is okay. This Question will wait for the statement to be made tomorrow.

*(Question deferred)*

*Question No.653*

NON-PAYMENT OF COMPENSATION OF MR. BWONYA

**Mr. Deputy Speaker:** Mr. Wafula still not in here? His Question is dropped.

*(Question dropped)*

QUESTIONS BY PRIVATE NOTICE

DEATH OF POLICE CONSTABLE MWITA MUNGANIA

**Mr. Murungi:** Mr. Deputy Speaker, Sir, I beg to ask the Minister of State, Office of the President, the

following Question by Private Notice.

(a) Is the Minister aware that Police Constable, Mr. Mwiti Mungania, No.5999361, attached to Industrial Area Police Station was denied treatment at the Armed Forces Memorial Hospital, after which he was admitted at the Aga Khan Hospital and incurred a bill of Kshs388,503.05?

(b) Is he further aware that the said Police Constable died on 6th October, 1998, but the hospital has refused to release his body for burial, because the Police Department has been unable to pay the hospital bill of Kshs388,503.05?

(c) What immediate steps is the Minister taking to ensure that the said hospital bill is paid, and to ensure that in future, all police officers are treated at the Armed Forces Memorial Hospital?

**The Minister of State, Office of the President** (Maj. Madoka): Mr. Deputy Speaker, Sir, I beg to reply.

(a) I am aware.

(b) I am also aware that the police constable died on 6th October, 1998 at the Aga Khan Hospital. I am also aware that the hospital initially refused to release his body until the hospital bill was paid. The Police Department paid Kshs50,000 on behalf of the family and the body was eventually released. The late constable was not admitted to the Armed Forces Memorial Hospital because of congestion. He was taken to Kenyatta National Hospital (KNH), and the relatives, even before liaising with the Police Department, decided to take him to the Aga Khan Hospital. The Police Department pays Kshs50,000 only from its fund.

**Mr. Murungi:** Thank you, Mr. Deputy Speaker, Sir. This is a strange answer coming from the Office of the President. We have very hard working policemen, who work day and night to keep this Government afloat. When they fall sick and die this Government treats them like dogs. Prison officers and army officers are treated at the Armed Forces Memorial Hospital. Could the Minister explain to this House why policemen are not treated at the Armed Forces Memorial Hospital? Are they not members of the Armed Forces of this country? Why is he drawing a distinction between the two groups of officers?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, it is not true that policemen are not treated at the Armed Forces Memorial Hospital. In fact, they are entitled to the treatment at the hospital. But in this particular case, the relatives decided to take the police constable to the Aga Khan Hospital.

**Mr. Murungi:** Mr. Deputy Speaker, Sir, in fact, the Minister has been fed with wrong information. I have been following this case, and know that the first place where this policeman was taken for treatment was the Armed Forces Memorial Hospital. When he got there, he was told by the management that they no longer accepted policemen into the hospital. Because he was almost dying, he was taken to the Aga Khan Hospital. Could the Minister actually confirm from today that when policemen in the country fall sick they can go to the Armed Forces Memorial Hospital? Is he saying that?

**Maj. Madoka:** Mr. Deputy Speaker, I agree.

**Mr. Gitonga:** Mr. Deputy Speaker, Sir, one of the Minister's answers appears to be contradictory. He has said that the police constable was not admitted to the Armed Forces Memorial Hospital because it was congested. On the other hand, he says that the family decided to take the policeman to the Aga Khan Hospital. Which is which?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I said that because if there was congestion at the Armed Memorial Hospital then the relatives should have gone to the KNH, but they decided to take him to the Aga Khan Hospital.

**Mr. Muchiri:** Thank you, Mr. Deputy Speaker, Sir. Policemen are scattered all over the country. Could the Minister inform this House how much money is supposed to be paid to each policeman when he is admitted to a private hospital rather than to a Government hospital? Policemen have various ranks: We have the Commissioner of Police, constables and assistant commissioners of police. Could he say how much each cadre of police officers is entitled to when one is admitted in a private hospital?

**Maj. Madoka:** As a civil servant, he is entitled to go to a Government Hospital. They are not entitled to go to a private Hospitals. If they choose to go to private hospitals then they should pay the bill for themselves.

**Mr. Shill:** Since this police officer directly or indirectly gained admission in the Armed Forces Memorial Hospital and now realising that the family of the diseased is unable to pay that bill, could the Minister assure this House that this Bill will be paid by the Government?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I would not say that the Government will pay the bill, but we will work with the family to see that the bill is paid.

**Mr. Murungi:** As a matter of fact, there is a letter from the police written to the hospital dated 6th of October, 1998 confirming that it is the police who will pay this bill. Can the Minister now confirm that the police will pay the balance of the bill which is Kshs338,503.05? In fact, I have a copy of the letter in my pigeon hole

which I can bring in the next few minutes.

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I have said that we will work with the family to make sure that that bill is paid.

**Mr. Murungi:** Could the Minister be more specific? How are you going to work with the family? How much is the police going to produce out of the Kshs338,503 before you call in the family or are you going to hide behind the family and say the police have paid Kshs50,000 and, therefore, you have nothing else to pay? How much out of this bill of Kshs338,503 is the police going to pay?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I will not commit myself. I have said we will work with the family to pay the bill.

**Mr. Murungi:** Mr. Deputy Speaker, Sir, is it in order for the Minister to avoid answering my question by playing the gramophone by saying: "We are going to work with the family?" What work are you going to do with the family? The question here concerns shillings and cents. How much is the police paying, out of the Kshs338,000?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I have said I will not give you the amount but we will work with the family to pay.

**Mr. Muniyao:** Is the Chair satisfied that the Minister should be allowed to go scot-free on this issue which affects a poor family? Could the Ministry or the Government consider at least giving this gift for this family during this Christmas?

**Maj. Madoka:** Mr. Deputy Speaker, Sir, I am not going to give the figure that we are going to assist in paying. We will not give the definite figure here.

**Mr. Deputy Speaker:** Order! Hon. Minister, you are not giving the figure because you have not determined it or because you do not want to give it?

**Maj. Madoka:** By saying that we have not determined it.

**Mr. Obwocha:** Mr. Deputy Speaker, Sir, is the Minister in order to evade this Question when he knows that in all Ministries there is scheme used in making ex-gratia payments which is 75 per cent of the total bill incurred or is it because he is a new Minister?

**Mr. Deputy Speaker:** Order! The Minister has told you that they have not determined how much they are going to assist the family with. Ex-gratia payment does not have to be any percentage of the outstanding bill. It can be the whole amount. So, Mr. Minister, you will let hon. Kiraitu Murungi know because he is concerned about his constituents?

WITHHOLDING OF SUGAR STOCKS  
BY MUMIAS SUGAR COMPANY

**Mr. Osundwa:** Mr. Deputy Speaker, Sir, I beg to ask the Minister for Agriculture the following Question by Private Notice.

(a) Could the Minister explain why Mumias Sugar Company is maintaining large stocks of unsold sugar worth Kshs2 billion while other companies such as Sony, Chemelil and Nzoia are selling their stocks promptly?

(b) Is he aware that this situation has

**[Mr. Osundwa]**

adversely affected farmers who are contracted to supply cane to this company?

(c) If the answer to "b" is in the affirmative, what urgent steps is the Government taking to ensure this company releases sugar to the market?

**The Assistant Minister for Agriculture (Mr. Karauri):** Mr. Deputy Speaker, Sir, I beg to reply.

(a) I am aware that Mumias Sugar Company is holding some unsold tonnes of stocks of sugar. The company is by far the largest producer and so it is most hard-hit by the competition. The company is currently marketing over 3,000 tonnes per week. Currently the company is holding stocks which stand at 65,000 tonnes. Sales have kept up, however, with the production in the month of November. Sonny, Chemelil and Nzoia combined, produce only 60 per cent of what Mumias Sugar Company produces; hence the fast disposal of the stocks.

(b) Farmers' payments are nine weeks behind, but Mumias Sugar Company has made tremendous gains in reducing the average cane problem with mature cane stocks.

(c) Marketing initiatives are being taken to have a more effective distribution network. Competition from cheaper sources is expected to ease in the new year during which period the market is expected to pick up so that Mumias can clear the remaining stocks.

**Mr. Osundwa:** Mr. Deputy Speaker, Sir, the answer given by the Assistant Minister is totally misleading. The truth of the matter is that a company called Tate and Lime, a subsidiary of Booker Tate, which is managing Mumias Sugar Company, has written to the Government requesting that it be allowed to form a company called Kenya Sugar Marketing Company (KESUMA) and that is why Mumias Sugar Company has refused to sell sugar. Would the Assistant Minister confirm or deny that?

**Mr. Karauri:** I am not aware of that, but if that is the case I can always check.

**Mr. Deputy Speaker:** Could you confirm or deny that statement?

**Mr. Karauri:** The truth of the matter is that I cannot confirm or deny, but if the Member knows, because he comes from there, I will still check and then report back.

**Mr. Osundwa:** I am willing to give the Assistant Minister documents---

**Mr. Deputy Speaker:** Order! Mr. Sambu!

**Mr. Sambu:** Mr. Deputy Speaker, Sir, is the Assistant Minister aware that Mumias Sugar Company has preferential prices for Africans and for Asians? African companies buy sugar from Mumias at Kshs1,800 per 50 kilogramme bag whereas companies such as Midland Emporium, N.M. Shah and B.M. Shah buy sugar at Kshs1,600 per bag. The reason is that they are holding the sugar because they have been discovered and are waiting for means when they have accumulated so much stocks so that they can start doing their deals with the Asians.

**Mr. Karauri:** I am only aware that Mumias Sugar sells sugar at Kshs36,000 per tonne. I am not aware of any preferential treatment in the marketing of the sugar.

**Mr. Sambu:** On a point of order, Mr. Deputy Speaker, Sir. It is a fact and the auditor Delvish Tush has said it so clearly in their report. Is the parent Ministry in order to mislead the House when he can only get in touch with this auditor and get that report which I just quoted?

**Mr. Karauri:** He is the one who is misleading the House. If he has the documents he can make them available to me or to the House. I am not aware.

**Mr. Sambu:** I am not the parent Ministry; you are the parent Ministry.

**Mr. Magara:** Indeed, as much as we understand, the sugar industry is being killed by this Government. Since the Assistant Minister has now been informed by hon. Members of what is happening could he go back and bring a proper answer tomorrow?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, I oblige. I can check if this is true or not. I will still inform the House.

**Mr. Wanjala:** Thank you, Mr. Speaker, Sir. Currently, it seems as if we do not have a Government in this country. It was just yesterday when I was reading in the newspapers about what the Managing Director of Mumias Sugar Company was saying; that there was sugar that was sold without being invoiced. Why was it not invoiced if it was sold? That means that there are shaddy deals and the Government does not know this. We lost over Kshs200 million. Could the Assistant Minister come up and tell us exactly what is happening in Mumias?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, that is a very general question when he asks: "Could the Assistant Minister tell us what is happening in Mumias.?" That question is so generalised unless he specifies---

**Mr. Deputy Speaker:** No, it is not general. It is specific as to the amount of sugar being sold without being invoiced.

**Mr. Karauri:** Mr. Deputy Speaker, Sir, I can check all those details because this is a different Question. About sugar being sold without being invoiced, that is an absolutely different Question from what we are dealing with, but I can check on that still.

**Mr. Shill:** Mr. Deputy Speaker, Sir, since sugar is being hoarded at Mumias, people in North Eastern Province have been adversely affected because they do not get Mumias sugar there. As a result, is the Assistant Minister aware that they are forced to buy illegal sugar from Kismayu because their country's sugar does not reach them? Could he confirm or deny that?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, what I am aware of is that imported sugar is selling at Kshs35,000 per tonne, while Mumias sugar is selling at Kshs36,000 per tonne.

**Mr. Shill:** On a point of order, Mr. Deputy Speaker, Sir. The Assistant Minister is evading my question. I am asking him to confirm or deny that sugar from Kismayu, that passes through the Port of Mogadishu and Kismayu, is entering Garissa, Wajir and Mandera because people in North Eastern Province could not get sugar from Mumias.

**Mr. Deputy Speaker:** Order! Order! That is not a point of order. You are arguing and, in fact, you should only be asking a question! You are the one who is misleading the House. Ask your question!

**Mr. Shill:** My question was whether he can deny or confirm that sugar is coming from Kismayu because



people cannot get Mumias sugar.

**Mr. Karauri:** Mr. Deputy Speaker, Sir, I am not aware of that.

**Mr. Murathe:** Mr. Deputy Speaker, Sir, this is becoming very bitter particularly with regard to Mumias sugar. This is the same Company which the Minister for Finance bailed out about three weeks ago, at the National Bank of Kenya with Kshs1 billion. This is the same company which is alleged to be selling sugar worth Kshs1 billion without invoices. This Government does not seem to have a clear policy on the sugar industry.

Could the Assistant Minister tell this House what this Government is doing about the sugar industry, and particularly about Mumias Sugar Company, because we cannot talk about a company which is hoarding sugar stocks which are worth about Kshs2 billion and we are still importing sugar whose duties are not being paid. The company is being bailed out and they are not paying farmers. What the hell is going on?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, I accept there is a problem because we have 30,000 tonnes of imported sugar in the godowns and this sugar sells at a lower price. My Ministry's policy is to curb importation and we are doing our best.

Mr. Deputy Speaker, Sir, when the problem of importation is solved, the sugar people will get proper prices.

**Mr. Odongo:** Thank you very much, Mr. Deputy Speaker, Sir. Will the Assistant Minister take steps to completely ban the importation of sugar into this country from today?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, the World Trade Organization does not allow us to put a complete ban, but we can always increase the duty and VAT.

**Mr. Osundwa:** Mr. Deputy Speaker, Sir, it is becoming apparent that the Ministry of Agriculture is becoming inefficient everyday. I want to seek leave of the House to introduce a Motion to censure the Minister for Agriculture, because---

**Mr. Deputy Speaker:** You do not have to seek leave of the House to move a Motion! Ask your question!

**Mr. Osundwa:** Mr. Deputy Speaker, Sir, I am saying the answer given by the Assistant Minister is not satisfactory. He has said he is going to check the facts and then report back to this House. Could we defer the Question and then give him time to answer it properly tomorrow?

**Mr. Deputy Speaker:** There will be no time for him to come back and answer that Question. So, you had better make the best use of the time you have now!

**Mr. Osundwa:** Mr. Deputy Speaker, Sir, I have mentioned here that the reason why Mumias Sugar Company is hoarding stocks of sugar is because there is correspondence between Booker Tate and the Ministry of Agriculture. I have that correspondence requesting that they be allowed to form a marketing company in Kisumu. He has not denied that fact and that is the only reason why they are keeping sugar in Mumias Sugar Company. That is why I am saying that the Ministry of Agriculture has let down farmers in this country. They have allowed sugar, maize in Kisii and wheat---

**Mr. Deputy Speaker:** Order, Mr. Osundwa, that is a good speech for running Mumias. Meanwhile, ask your Question?

**Mr. Osundwa:** I have asked, and he has not denied the fact that the Company is hoarding sugar waiting for the Government to give them the go-ahead to form a marketing company. Can he deny that?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, I deny that. I have said that the reason why Mumias Sugar Company cannot sell its sugar is because we have a problem with imported sugar which has not been cleared and which is selling cheaper---

**Hon. Members:** No! No!

**Mr. Kombo:** Mr. Deputy Speaker, Sir, the importation of sugar is hurting the whole economy of Western Kenya. Obviously, the answer from the Assistant Minister is not satisfactory. We have been told that they are hoarding sugar because they want to market themselves. We have also been told that there are preferential prices.

Now, although I agree with you that there is no time, could the Assistant Minister then undertake to take action to ensure that there are no preferential prices in Mumias and that the hoarded sugar is released into the market?

**Mr. Karauri:** Mr. Deputy Speaker, Sir, what I know is that this Company is trying its best to dispose off the remaining stocks. They want to sell so that they can pay the farmers, but selling has been slow because of the reasons I have given. I want to assure this House that the Ministry of Agriculture is as concerned as the Members are, because we would like farmers to supply this country with sufficient sugar and even surplus for export. But there have been problems and the Ministry is trying to tackle these problems.

**Dr. Kituyi:** Mr. Deputy Speaker, Sir, what the Assistant Minister purports to know is very different from the truth about the sugar industry in this country. At the core of the Mumias crisis is the same traditional

imperialism of Booker Tate". To try to destroy an industry and buy it at a song during the process of liberalisation.

That is what they did to Zambia Sugar Company; to reduce its value to 10 per cent and buy it. That is what they are trying to do to Mumias. What they were trying to do to Busia, fortunately, they have failed. When a Minister of Government stands here and says, "we will use the regulation of taxes on imported sugar in order to reduce dumping of sugar", when the higher the tax declared, the higher the bribe they give to Government officers in order to let them smuggle in sugar--- What will stop their greed so that they can use that punitive tax to stop the dumping of sugar in the country?

*(Applause)*

**Mr. Karauri:** Mr. Deputy Speaker, Sir, you must sympathise with me---

*(Laughter)*

The only answer I would like to offer - because curbing corruption is not solely the responsibility of the Ministry of Agriculture - That is why I would like to invite Members of Parliament who have any information and who have any suggestions on the way forward on how we can alleviate the problems of sugar industry, to come and discuss the matter with the Ministry.

**Mr. Deputy Speaker:** Order! Mr. Assistant Minister, curbing corruption may be difficult, but curbing importation cannot be that difficult. That is what the Members are saying; curb importation so that local sugar can find a market.

**Mr. Karauri:** Mr. Deputy Speaker, Sir, we are not expecting any more importation. I have said that in the godowns there are 30,000 tonnes of imported sugar and after that, measures have been taken to ensure that there is no more importation.

#### TENDER AWARD TO COMPUTER APPLICATIONS LTD

**(Mr. Ayako)** to ask the Minister for Public Works and Housing:-

(a) Is the Minister aware that Computer Applications Limited (CAL) has been awarded a tender worth Kshs40 million to supply, instal and service IBM Computers by the Board of National Housing Corporation without competitive bidding?

(b) If the answer to "a" above is in the affirmative, what steps is the Minister taking to cancel the award to CAL and open the tender to competitive bidding?

**Mr. Deputy Speaker:** Mr. Ayako not here? Question dropped.

*(Question dropped)*

#### POINTS OF ORDER

##### TERROR IN LAMURIA DIVISION

**Mr. Kiunjuri:** Mr. Deputy Speaker, Sir, I rise on a point of order to demand a Statement from the Minister of State, Office of President, in charge of Internal Security. This issue concerns Lamuria Division in Laikipia District, where a gang of eight armed gangsters has taken over the control of the division. In the whole division, there are less than 15 police officers in a police post at Gobekwood. The number of police officers who are less than 15, are unable to contain the gang. The gang has been engaging the police in running battles. Right now, if you go to the constituency, they are only battling the eight gangsters. There is only one Land Rover in the division which is permanently broken down.

The terrorists have been terrorising people day-in-day-out. In October they killed three people. This month they killed one person and raided more than 15 homes. The police post used to be a police station before. There used to be a police station even during the colonial times---

**Mr. Deputy Speaker:** Order! You have made your point! Ask the Minister what you want.

**Mr. Kiunjuri:** Mr. Deputy Speaker, Sir, I want to know why this police post should not be elevated to a police station so that it can be able to contain insecurity in the area.

## DATE ON KENYA COMMUNICATIONS BILL

**Mr. Maore:** Mr. Deputy Speaker, Sir, on 19th, November, I did seek a Ministerial Statement from the Minister of Transport Communications, regarding when we will have a date put into the Kenya Communications Bill and we have not heard from the Minister since then.

## LIMITATION OF PAC REPORT

Also, on 2nd, December, I did seek a Ministerial Statement from the Treasury regarding the limitation of the Public Accounts Committee (PAC) Report and I will seek your indulgence that you direct a specific time when the Ministers should be here to respond to those two statements.

**Mr. Deputy Speaker:** Anybody here from the Ministry of Transport and Communications or the Ministry of Finance?

**The Assistant Minister for Finance (Mr. Arap-Kirui):** Mr. Deputy Speaker, Sir, the Statement from my Ministry will be issued tomorrow.

## CLOSURE OF FISH FACTORIES

**Mr. Wanjala:** Mr. Deputy Speaker, Sir, I rise to demand a Ministerial Statement from the Minister for Natural Resources. About two weeks ago, fishermen lost billions of shilling because all the fish processing factories have been closed down except two. That is, one in Nairobi called Wage Telly and one in Kisumu called Afronite Company. These are the only two fish processing companies that are working at the moment. More than 15 other factories have closed down and fishermen have got no place to sell their fish. As we all know, fish is a perishable commodity. Because the two companies in operation have a monopoly, the price of fish has gone down from Kshs70 to Kshs10 per kilogramme. So, fishermen have lost billions of shillings and even workers in the fish factories are facing a threat of losing their jobs.

**Mr. Deputy Speaker:** Anybody here from the Ministry of Natural Resources? Hon. Magara.

## PAYMENT OF BONUS TO TEA FARMERS

**Mr. Magara:** Thank you, Mr. Deputy Speaker, Sir. On 24th, November, 1998, I requested for a Ministerial Statement from the Ministry of Agriculture on what the Ministry is doing as regards the payment of tea bonus in Kisii District, especially in Ogembo Tea Factory where farmers are on strike and they demand to know why their bonus rates were reduced from Kshs19.50 to Kshs13.50. It is now over two and half weeks since I requested for that Ministerial Statement.

## MISMANAGEMENT OF EXAMINATION FEE

**Mr. Munyao:** Mr. Deputy Speaker, Sir, on 19th, November, 1998, I requested for a Ministerial Statement at Zero-Hour from the Minister for Education and Human Resource Development on the collection of examination fees and their mismanagement in Makueni District. Since that time the Minister has been reminded about this matter three or four times. Last Wednesday, even the Chair insisted that the Minister should respond to the request. If nothing is done this is going to start a very bad trend. Even the Leader of Government Business, in the House last week, promised that he will look for the Minister himself; at that time the Assistant Minister committed himself to get a reply. Could the Chair, now be more serious so that Ministers can take this House more seriously?

**Mr. Deputy Speaker:** Order, Mr. Munyao! The Chair is always serious. Anybody here from the Ministry of Education and Human Resource Development?

**Mr. Munyao:** No, we want the Ministers to take this House seriously.

**The Assistant Minister for Education and Human Resource Development (Mr. Awori):** Mr. Deputy Speaker, Sir, the hon. Minister himself had undertaken to issue the Statement. Under the circumstances, as an Assistant Minister, have not pushed him because I expected him to issue the Statement. For the benefit of the House I will, at the rise of the Morning Sitting, look for my Minister and ask him to come and issue the Statement, probably, tomorrow.

## MINUTES OF PLOTS ALLOCATION COMMITTEE

**Mr. Muchiri:** Mr. Deputy Speaker, Sir, on 11th November, 1998, the Minister for Local Authorities promised to lay on the Table the Minutes of Nairobi City Council meeting that allocated 1,146 plots in two weeks time. Since then, we have been demanding that the same Minutes be laid on the Table of this House but that has not been done. Can you use all your inherent powers to ensure that they are laid on the Table before the House goes on recess?

**Mr. Deputy Speaker:** The Ministry concerned has taken note of your concern.  
Next Order.

## MOTIONS

## CONSTRUCTION OF KIPKELION-ISEBANIA RAILWAY LINE

**Mr. Obwocha:** Mr. Deputy Speaker, Sir, I beg to move the following Motion:-  
THAT, in view of the high potential of agricultural production in Kericho, Nyamira, Kisii, Migori and Kuria districts, in particular with regard to the production of tea, coffee, bananas, maize, groundnuts, sugar and tobacco; and aware that efficient railway and road transport are essential economic development catalysts, and noting with concern that this region remains largely undeveloped, this House urges the Government to seek donor funding/assistance, both locally and internationally, and also solicit for private investors to construct a railway line from Kipkelion through Kericho, Nyamira, Kisii, Migori to Isebania.

Mr. Deputy Speaker, Sir, I was motivated to move this Motion because that region has been neglected transport-wise for a long time.

A similar Motion was moved by hon. Koske who was then the Member of Parliament for Kericho East on, 1st April, 1987. This Motion has never been implemented because it was moved on Fool's Day and that is why the Government has never implemented this Motion.

Everybody knows the history of the railway line in Kenya. It was established in 1900 and up to now, almost a century later, no development or expansion on the railway has taken place.

Mr. Deputy Speaker, Sir, in moving this Motion, we are saying that the route should be from where the railway line ends at Kipkelion, through Siret, Kericho, Ikonge, Nyamira, Kisii, Rongo, Migori to Isebania. I would like to start first of all with the utilization of a railway line, if it was implemented. You know and I know that there have been many road accidents on our roads and if there was a railway line, this would reduce traffic and consequently, that would reduce road accidents. It is a well known fact that railway transportation is cheaper, and therefore, if a railway line is constructed on this line, up to the border of Tanzania, this would reduce the cost of transportation considerably.

Thirdly, this would increase mobility, because currently, there are so many buses on the road between Nairobi and Western Kenya. So, if there was a railway line on that end, that would increase mobility, considerably.

Mr. Deputy Speaker, Sir, we are crying day-in-day-out about the condition of our roads, and if there was a railway line, this would save our roads from very heavy commercial vehicles that have destroyed the state of our roads. It is a well known fact that railway line provides efficient network of communication. And to that end, if there was one, this would help ease transport considerably.

Mr. Deputy Speaker, Sir, the districts of Kericho, Buret, Bomet, Nyamira, Kisii, Migori and Kuria consist of a population of over five million people. Therefore, if a railway line passes through there, it would be serving over five million residents of that area.

On economic viability, it would greatly improve the marketing of the produce of which, we have said, amongst other cash crops produced in that area are coffee, tea, pyrethrum, maize, beans, bananas, groundnuts, sugar cane and dairy products, that is beef and milk. As an example, in Nyamira District itself, last year, the production of tea in the five factories of Nyamira, that is, Nyansiongo, Nyankoba, Tombe, Kebirigo and Sang'anyi, produced 88 million kilogrammes worth Kshs2 billion. That is the kind of economic activity which is in that area. Therefore, if indeed, a railway line was constructed to that end, it would help in transporting these products which we currently find very difficult to transport through the road network.

Mr. Deputy Speaker, Sir, if a railway line was constructed, this would necessarily mean, that even

electricity itself would have to pass through that area, and therefore, bring it nearer to the people; take the service nearer to the people. This would stimulate development in that area. In naming all these cash crops, we are saying that the country will be able to earn a lot of foreign exchange which would stimulate economic growth in the country. I therefore, believe that this is a project that should be undertaken. Currently, those in the market of the railways, would tell us that it costs approximately Kshs4 million per kilometre. And this rails are imported in Africa as near here as Zimbabwe. Therefore, if we were really interested in getting this railway line on that end, we could get these rails from Zimbabwe and construct this railway line through this place.

Mr. Deputy Speaker, Sir, in so doing, if Government cannot raise the kind of money that would be required, then, we can propose to Government to seek private investment. In fact, Government should have even sought private investment in our roads. So that people construct their roads, leave them to charge a fee to recover their investments, and we would be generating a lot of economic activity in our country. This is what I am advocating. That, in case the Government does not have the kind of money to extend that railway line from Kipkelion through Kisii to Isebania, then they can seek private investment, either locally or internationally.

Mr. Deputy Speaker, Sir, what concerns me currently, most, is the way the Kenya Railways Corporation is being run. I think the Kenya Railways Corporation has been a let down in this country. Since the colonialists constructed a railway line from Mombasa to Kisumu, in all the 35 years of Independence, the Kenya Railways Corporation has never thought of opening new lines. Now, how can we continue, year-in-year-out, giving Kenya Railways money, and yet they are not doing anything? If Kenya Railways is not doing anything, then we should privatise the whole thing and leave it to people who can make profit out of railway line. If it is management, then we should look at the management of Kenya Railways.

Mr. Deputy Speaker, Sir, I am a professional accountant and I normally look at the accounts of Kenya Railways Corporation. If you look at the accounts of Kenya Railways, there is no single year they have made profits. All the years, they are making losses. If you look at the accumulated losses in the accounts of Kenya Railways, you would be shocked that, that Corporation is existing. Now, previously, these same people have been given money by the Kenya Government, for example, to go into the Nyayo Car Project. They started a small company to try and manufacture a car. Now, it is over 10 years and nothing has come up.

The amount of money that has been injected into this car is in excess of Kshs1.5 billion, and nothing has come out of it. Really, did the Japanese do this kind of thing? Did they take so many years before they came up with cars? We should learn from them. The Americans produce Left Hand Drive vehicles, and Japan produces Right Hand Drive ones. But when you go into the American market, they change them into left-hand and the Americans go for them. Yes, Kenyans, even just developing a car, to see whether we have a Kenyan car, it has taken us more than ten years and this is an existing technology. We cannot even borrow! It is a shame.

So, I am saying that Kenya Railways, honestly, is not doing its job. Look at the derailments that are occurring. Why are they occurring? Is it because they are not checking whether those rails are properly fixed? Is it because they lack staff? Is it because they do not motivate staff? I think the Kenya Railways, and the Minister is here, is actually sleeping.

Mr. Deputy Speaker, Sir, those of us who read geography know that, of the many railway stations in East Africa, the cleanest were in Kenya; Nakuru was one of them. If you go there these days, it is stinking. You cannot wait for a train there. There are no toilets; there is nothing to talk about.

**Mr. Munyao:** I can smell it from here!

**Mr. Obwocha:** The Secretary-General of DP can smell it from Parliament. It is so serious, that we do not know what the Kenya Railways is doing. If they are not making money, cleaning their railways, then, Mr. Minister, what the hell, is Kenya Railways doing? Get rid of it then. Privatise it and give it to a person who wants to make money.

Mr. Deputy Speaker, Sir, I would like to submit that the Kenya Railways, as currently constituted, is a problem and unless we face this issue squarely and advise Kenya Railways to go into new investment, then, we are not going to succeed. I now submit that passenger movement will eventually overtake the road transport system and we need to move to that end. There have been too many accidents on the roads; we have invested so much money on our roads; we are being told to repair them every day; it is a cost we cannot keep on carrying; it is a burden we cannot keep on carrying and, therefore, we need to come up and address this issue squarely. Therefore, I would like to submit that in so doing, we should address this issue of the expansion of the railway system. It will help our road transport.

Currently, although there is a pipeline for the petroleum products from Mombasa to Eldoret, you can see the tankers on the roads still transporting petroleum products. This is a dangerous matter which we also need to address. Recently, you remember there was an incident where a truck was packed at Sidindi; people went to scramble for petrol to sell and with one cigarette, we lost so many people. If this was being done by the railway

system, then, I do not think this kind of tragedy would have occurred. There is also the transportation of products like cement, building materials, machinery and other industrial products that we need to transport by rail, which is cheaper than road transport. Therefore, let us look at ourselves as a country, on how we can help our roads, so that the transportation of heavy products is done by rail rather than the heavy commercial vehicles.

Mr. Deputy Speaker, Sir, finally, I would like to say that this area as I have already said, is very potential and the people of that area are not reaping maximum benefits from their cash crops because transport has been a major problem. If this railway line was constructed from Kipkelion through Kericho, as I said, then to Kisii, Migori and to Nyamira, it will indeed, help the people of that region considerably and we will be promoting the economic activity of this country. As I said, the kind of population that it would serve is in excess of five million people. I am pleading with the Minister who is here that if indeed, the Ministry has not started, there should be a feasibility study to look into the possibility of establishing this railway line to assist the people of Western Kenya improve the economy and eventually, they will be helping the country as a whole. So, I hope the Minister will take this very seriously, restructure Kenya Railways and look into the possibility of opening this railway line.

With those few remarks, I beg to move and I will request my brother hon. Isaac Ruto, the Member for Chepalungu, to second this Motion.

Thank you.

*(Applause)*

**Mr. I. Ruto:** Thank you very much, Mr. Deputy Speaker, Sir. I stand to second the Motion and I want to state that, this Motion is timely and in fact, it is long overdue. This is because as of now, we are aware that the railway line has stagnated for a very long time and in this construction, this railway line that is in existence at the moment, was meant to serve the White Highlands. It was meant to serve the White population that was here. But since Independence, there has been no deliberate move to extend this railway line to areas that have got very high potential. Kericho, Bomet, Buret, Kisii, Nyamira and the other outlying districts mentioned in this Motion, are areas with very high potential. We produce a lot of crops and the best and most reliable transport system when properly managed, would be the railway.

Mr. Deputy Speaker, Sir, we would be able to develop areas like Nairobi and Mombasa if this railway line was properly extended and managed. We are aware that the railway management is wanting. The Kenya Railways is poorly managed as it is today, but we believe this can be revamped. Apparently, the current management of the Kenya Railways has forgotten that they are in the transport business. They seem to be thinking that they are in the railway business alone. They seem to have forgotten that their business was to transport goods for their customers but they are simply busy--- I do not know what they are doing in Nairobi. We do not know what their strategic plans are for the future but I think it is high time, the Government advertised for proper management to be employed in this particular strategic corporation. It would be in the greater interests of this country to sack a few people, so that we can improve this management than to retain a few people and impoverish millions of people.

Mr. Deputy Speaker, Sir, I am for the revamping of the management of the Kenya Railways because I am aware they have got the best facilities, workshops and everything that they need but it is only the manpower that is misplaced. These areas that I have mentioned require fertiliser for their growth, which is a bulk commodity. It can best be transported by the railways. We are aware that Kericho, Bomet, Buret and Kisii produce a lot of tea and other farm products and they require fertiliser which should be transported cheaply. They also require cement which is transported all the way from Mombasa but currently, this has been left to the road transport sector which has continued to even deteriorate. We believe that as has been mentioned by the Mover of this Motion, apparently the tarmac roads are even more expensive to construct than the railway line. At Kshs4 million per kilometre, apparently the railway lines are much cheaper.

Mr. Deputy Speaker, Sir, we are aware that the construction of tarmac roads are in excess of Kshs5 million to Kshs6 million and in some cases, they can even go higher and yet after construction, these roads keep on getting damaged every two to three years, simply because of poor specifications and poor supervision during construction. I would like to second the Motion and indicate that, the routing should be extended from Loret through Sotik, Bomet and all the areas that have been indicated by the Mover. This way, we will be able to market the goods and to provide adequate transport for those who want to move even to Nairobi and other areas.

With those few remarks, I beg to support.

*(Question proposed)*

**The Assistant Minister for Finance (Mr. Lomada):** Thank you very much, Mr. Deputy Speaker, Sir. I

also rise to support this particular Motion and I want to thank my friend, hon. Obwocha, for coming up with this Motion.

Mr. Deputy Speaker, Sir, this particular Motion actually puts us in our actual position when we want to discuss transport in this country, especially the transportation of goods from one area to another. We know that Kericho, Kisii, Migori and the other places that the hon. Member has mentioned are areas where plenty of tea actually comes from and I want to support that, this particular facility that we are talking about, should actually be used to transport tea from Kericho to Nairobi and wherever we can find market for those crops.

Mr. Deputy Speaker, Sir, I also want to say that we have bad roads in this country because we use very heavy vehicles such as trailers, weighing so many tonnes, to transport goods from say Mombasa to Bungoma, Kisumu, Lodwar and maybe Lokichoggio and yet, our roads are getting worn out just because they are overused. I would in fact, want to suggest to the Minister that we would like to introduce a weighbridge in Kapenguria to be able to charge some of these heavy trucks, so that we get some money to construct our roads or patch the potholes that are there. So, I would suggest that we use trains to transport goods from one place of this country to another.

Mr. Deputy Speaker, Sir, I also want to suggest that as the Mover as said, it would be good for the Government to construct some new railway lines. In the past, we have received some people who came to Kerio Valley and they were trying to do some research on where a railway line could possibly pass upto Marich Pass and maybe, to Lodwar. So, I would request the Government when we are talking about this particular Motion, to consider this new line because in Kerio Valley, we have quite a number of agricultural products. We have mangoes, bananas and also sugarcane and we would like this to be transported from say, Tot where a lot of it is found, Chesegon, Lomut and Sigor to places like Eldoret where we can find markets. This is because we have the new Eldoret Airport and we can sell these goods if at all we are given a new railway line. So, I would like to urge the Government to look into this matter closely, so as to make the people of West Pokot and Trans-Nzoia which is the cradle of maize in this country recipients of this particular help, so that the farmers are kind of encouraged to grow more of it.

Mr. Deputy Speaker, Sir, we have what we call horticultural products and I would suggest that this new line that I am talking about to extend from say, Marigat to Kerio Valley via Tot where hon. Marimoi is the area Member of Parliament. I think he is also going to support me with regard to extension of the railway line to those areas, so that we encourage the farmers to grow horticultural products to enable them produce more and also benefit by paying fees for their children and buy whatever they want.

Mr. Deputy Speaker, Sir, you will agree with me that I have an area known as Lelan which, if at all we will have a new railway line that will pass through West Pokot, we will have a lot of wool. We have a lot of sheep that produce very good wool. If the Minister for Agriculture was be here, I would ask him to look into these issues. We have nowhere to sell wool. It seems as if this country has no market for wool. My people in Lelan are really suffering. So, if we had this railway line, we would transport wool to Nairobi and find someone to buy it. Also, we have a lot potatoes and pyrethrum in Lelan. So, if this railway is constructed we will benefit, and this will improve the economy of our country. We also have a lot of cows, goats and donkeys. We can sell to you donkey meat. So many people like donkey meat because it is believed that it is some kind of medicine. So, if we can transport donkeys to Nairobi, our people will have a taste of it, and may like it. So, I would like to once again say that I am supporting my friend for coming up with this particular Motion. I hope that hon. Members will support it.

With those few remarks, I beg to support the Motion.

**Mr. Munyao:** Thank you very much, Mr. Deputy Speaker, Sir, for giving me this chance to also support the Motion. I do thank the Mover for showing a lot of consideration particularly on the movement of agricultural products. I also appreciate the spirit being expressed in this House, namely, that there is no "House A" and "House B", particularly on issues of importance like this one. I have noticed that the Assistant Minister who was on the Floor supported this Motion. This is actually the way things should go in this country. If we agree to support good ideas irrespective of their origin, we will move many miles ahead.

*[Mr. Deputy Speaker left the Chair]*

*[The Temporary Deputy Speaker  
(Mr. Musila) took the Chair]*

Mr. Temporary Deputy Speaker, Sir, I am sure that the Minister will appreciate the facts and reasons expressed in this House today. Kisii area is highly populated. It is also very rich, and suitable for the production of many agricultural products. We must look for suitable areas to put our investments in. It does not matter even if we put all our investment in this area, because this area and some parts of Nandi area can feed Kenya. And if they

can do so, what is wrong with investing in them? We want to ensure that commodities being produced in that area do not rot in the farms. We have got a lot of sugar cane in Mumias, Chemilil, and all those areas around there. So, this is the kind of spirit we should have in order to open up these areas.

Another thing that I would like to mention is that rail transport is becoming acceptable internationally because road maintenance is really terrible. The Minister for Public Works and Housing has tried very hard to maintain roads in this country. I saw him the other day moving with portable weighbridges to Athi River to weigh lorries. Because transporters are very clever, they load their lorries beyond the authorised axle load. For example, if the axle load from Mombasa to other areas is 40 metric tonnes, they will load upto about 50 metric tonnes. They know where the weighbridges are located on the roads. So, they off-load the extra cargo into pick-ups just a kilometre before they reach the weighbridges. Then, the trucks proceed to the weighbridges with the authorised axle load. After going beyond the weighbridge, they would load again the extra cargo from the pick-ups into the trucks and continue with their journey. So, they can never be caught up with. So, in order to take care of the problem of damaged roads, we should recommend the building of railway lines as an alternative means of transport.

Mr. Temporary Deputy Speaker, Sir, we all know that all roads in Kenya are full of "kanu holes", and---

*(Mr. Nyenze stood up in his place)*

Mr. Nyenze, you are not the only one who is in KANU. Why are you getting infuriated? All roads cannot be maintained. I am saying that railway is the most acceptable mode of transport in the world today. In fact, most of the cities in the world have found railway transport to be more efficient than road transport, not only in transporting goods, but also in transporting passengers. Even in Nairobi, passenger trains are becoming popular. So, when the Minister considers the idea of extending railway lines to more agriculturally productive areas such as Nyamira, Kisii and other areas, he should also recommend---

This Motion has come at the right time, when the Ministries are reviewing their budget proposals. The initiative of doing the feasibility study should include towns and other areas. A city like Nairobi, where all the land meant for road reserves has been grabbed and, therefore, roads cannot be expanded, we have to undertake to construct underground railway lines. The time to do the feasibility studies for this kind of undertaking is now. Nairobi, Mombasa and Nakuru are highly populated. In future, it will be totally impossible to cope with the ever-increasing population of these towns. It is totally impossible for one to walk in town comfortably now.

Mr. Temporary Deputy, Sir, we must start thinking in terms of having underground transport systems, and the time to carry out the relevant studies is now. In all cities of the world, the most reliable means of transport is by rail. Perhaps the Minister should look into this. Even rail transport is not efficient in Kenya. I do not know why this is so. Maybe, it is because our the Kenya Railways Corporation is still using the imperial system. Maybe, we should change to the metric system and consider electrifying our railways, so that they can be fast enough to catch up with the international standards in this transport sub-sector. I am sure that we all know that elsewhere, people prefer to travel by rail because it is faster than cars. So, let us also go international. This country can afford it if only we reduce the rate of corruption and the mismanagement of public finances.

Mr. Temporary Deputy Speaker, Sir, I would also like to request the Minister to realise that if we put up the proposed railway lines, we will remove certain heavy cargo from the roads. In this way, we will be saving a lot of money. Those who read the newspapers, like myself, have noticed that the Federation of Kenya Employers (FKE) has come up with very good 10 recommendations of improving the economy of this country. One of these recommendations is transport, which is a concern for almost everybody in this country. With good transport system, investors will come into the country, it will be easier and cheaper to transport goods, and this will create an affordable investment environment.

Mr. Temporary Deputy Speaker, Sir, we in Ukambani are also concerned about transport because that is also part of Kenya, although some of you may not be aware of that. But that area has no roads and we have consistently requested the Ministry of Public Works and Housing to state exactly what is happening. We would like to remind the Minister when considering the expansion of the railway line to consider expanding the railway line from Kibwezi to Kitui and Mwingi and even upto Garissa, Wajir, Mandera. That is one way of opening up that area. We also want consideration of a railway-line from Konza to Machakos and to Kitui West through to Mwingi to join the main line. We would also like the Minister to consider another additional line from Thika to Kitui through Mwingi and to all other areas. Generally, we would like Kenya to be opened up and the only way is to create good railway lines, reachable, affordable, cheaper and efficient, a mode of transport which will make the users happy.

I am sure the Minister who has travelled to other countries knows that, in Europe to travel by train is the



most prestigious mode of transport. Even the coaches there are so clean. There is a white handy supporting your head and it is comfortable. It is the surest way of transport. Mr. Temporary Deputy Speaker, Sir, I know you like clean things and we want to be proud as those people abroad. What do they have that we do not have? We have all the materials and the wealth that some of them have got from here. We have got a lot of tobacco all over the country. In fact, in Kitui, we have a lot of cotton, mangoes and we expect to produce more during the next season which will go to waste. There are a lot of mangoes in Makueni, Mbooni and others.

With those few remarks, Mr. Temporary Deputy Speaker, Sir, I fully support and ask the House to support this Motion.

**Mr. Sambu:** Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to support this Motion. I know that before a similar Motion had been brought here and passed. But as has happened with Private Members' Motions, the Government does not bother to implement them. We will pass this one and I request Members that we pass it. The areas mentioned in this Motion are areas of immense agricultural high potential with over five million people. If those areas are opened up further with a railway line, it will support a major population of this country.

I want to go a little bit into the comparisons between the railway and road transport. The hon. Member who moved this Motion has informed us that it costs only Kshs4 million to construct a kilometre of a railway line and it also costs between Kshs10 million to Kshs20 million which is also granted to the Kabuitos and the others here, to do a kilometre of roads. The railway line will last for a long time. For example, the Mombasa line was constructed towards the end of the last Century. It is still being used with minor repairs, but the roads would be repaired after every five years at Kshs10 million per kilometre whereas the railway line is only Kshs4 million a kilometre. I feel that we should invest more in the railway line and intensify the use of the ones we have. I support the idea that the railways should be privatised, but the line should not be privatised. The users heavy transporters, should be allowed to put their engines and wagons on the line and they should be charged for the use of the line. It makes no sense to have a line lying idle three-quarters of the day. It is not only lying idle on the main line, but there are some lines which have been abandoned. For instance, towards Eldoret and then, the branch line goes to Solai, nothing is happening on that line for many years. If they are not using it, they should pull it out and take it to areas like the ones mentioned here which have a lot of potential. A railway line will save this country a lot of money which can be used for other purposes. On a railway line, we do not need weigh bridges because the load that is loaded onto the wagon is controlled. There will be no damages because railway personnel know the weight of any commodity that is loaded into a wagon. So, there would be no need to have weigh bridges or lorries damaging our roads like they are doing currently.

Mr. Temporary Deputy Speaker, Sir, the areas that have been mentioned are of immense agricultural potential. There are also other areas which have got immense mineral potential. We have also said that Kenya has no mineral potential, but even those areas which have been mentioned in this Motion have got minerals. There are areas like West Pokot, the Kerio Valley; there could be a cement factory put up there only if a railway line was put up because the cement factory is a heavy plant and the product, the cement itself, if transported on the roads, it will damage them particularly the delicate ones which go into the valleys and hills. The roads will wear out very fast. In Kitui, which one Member has mentioned here, there are coal and iron deposits there. They were stopped allegedly for the Nyayo Car Project. They should be liberalised and we should be able to develop our own iron and steel industry. A country without an iron and steel industry cannot develop. The line branching to Kitui, if we want to extract coal should be constructed to enable us to extract the coal and iron deposits there. If we can extract those iron deposits, we will be able to generate our electricity. I know there is global concern about the ozone layer that we should not use steam to generate electricity. But no country can develop without generating cheap electricity and the use of coal and iron deposits of Kitui should be opened up through a railway-line.

Mr. Temporary Deputy Speaker, Sir, the Nyayo Car Pioneer consumed Kshs1.5 billion, it is sad. Kshs1.5 billion would have built that line from Kipkelion through Kericho to Nyamira and to the southern parts of Migori and the Tanzanian border. That money would have been enough because the distance in question is less than 100 kilometres and Kshs400 million would have been enough to do that. It is sad that we engage the little funds of this country in "white-elephant projects". They are only being used as channels by the corrupt to siphon off our meagre resources. People should come out and protest when we see projects like these which are just meant to swallow our meagre resources. As I said, if we were to use that Kshs1.5 billion to do this line, we would have made several expansions, including the Kipkelion line, Kitui line and Kerio Valley.

There are other areas which have got high agricultural potential, but because of lack of transport, for example, in my own district, Nandi District and the northern part of Trans Nzoia, at the moment, because of lack of roads, particularly in the western parts of Nandi, one bag of maize (90 kg) is going for Kshs400. It is sad because the millers in Eldoret and other towns have taken advantage of that to exploit the farmers. They know the

farmers cannot transport their maize to the major towns. A bag of maize is going for Kshs400 when it costs over Kshs700 to produce one. Through the Floor of this House, I want to tell the millers in Eldoret, the CPC, Unga Ltd and Pembe to stop exploiting our people. Kshs400 per a bag of maize is an abuse to the farmers. I also want to appeal to my own people to chase away those traders who are offering them Kshs400 per bag. If they do not entertain those traders, there would be no maize for Kshs400. The other day I was in Kisumu and a bag of maize was going for Kshs1,000. So, it is just the problem of road transport.

Mr. Temporary Deputy Speaker, Sir, whereas railway lines cannot be built everywhere, roads should be built in those agricultural areas. Agriculture is the backbone of the economy of this country. It employs the majority of our people. When we allow our agricultural standards to deteriorate simply, because we cannot tarmac the roads, then we are allowing our people to lapse into deeper levels of poverty. We have been told that the majority or 50 per cent of the Kenyan people live below the poverty line. If these funds, which are being wasted in white elephant projects, were put into the development of the roads, particularly in the agricultural areas, then the products from all these areas will be able to reach the market. You hear of mangoes which rot in the Northern part of the Coast around the Kipini area as a result of bad roads. You can mention any place anywhere; the same is the case. This country has very productive land but we simply cannot move our products to the markets at the right time. It is not just the question of just transporting our products to the markets, but moving them at the right time. One of the biggest bottlenecks to countering the poverty afflicting our people is the poor state of roads. We can uplift their standards of living by developing proper roads. The insecurity we have in the areas of North Eastern Province, Northern Trans Nzoia and all those areas you can think of and which are being afflicted by "terrorists" or whatever you call them, is simply as a result of lack of good roads; to allow the police officers and the other officers from the defense forces to get there on the scene and rescue our people from attacks on time. The Ministry of Public Works and Housing and the Ministry of Transport and Communications should work by liaising together to see that they use the resources to open up the areas.

Mr. Temporary Deputy Speaker, Sir, the railway line from Mombasa to Kisumu was done at the beginning of the century to allow the colonialists to come and develop themselves. They were to reap the resources of our country for themselves. The colonialists did develop the tea estates in Nandi, but what did we gain from them? Our people lost their lives because the railway line was installed. But now we want to construct a railway line in order to develop our people and not to oppress them.

Mr. Temporary Deputy Speaker, Sir, with those few remarks, I beg to support the Motion.

**Mr. Waithaka:** Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to contribute to this very important Motion on the extension of our railway network in this country particularly to those areas mentioned in the Motion like Kericho, Kisii, Nyamira, Migori, and Kuria. I personally happen to know those areas. It is true that they have a great agricultural potential. In Kuria and Migori Districts, the people produce a lot of tobacco. In Kisii, people produce a lot of sugarcane, tea and other crops.

Mr. Temporary Deputy Speaker, Sir, transport in an agricultural area is the most crucial item if that area has to develop. As it has been rightly said by hon. Sambu, agricultural products have not only to reach the market, but they need to reach the market at the right time. Some of these items, like tobacco, are perishable if they do not get to the market at the right time. Tobacco rots if it is not taken to the market at the right time which is a big waste.

The biggest problem is that, even for those railway lines which exist, some of them are not maintained or are not in use. Here I have in mind an extension of a railway line from Gilgil to Nyahururu. This railway line does not operate. It was actually built by the colonialists to ferry livestock from the hinterland of Nyahururu; that is Laikipia District, and other surrounding areas. But these days, because of mismanagement in the railway system, the line is not in use and it has been left to waste. Nyandarua District farmers whom that railway line was supposed to serve and who depend mainly on agricultural products like milk, potatoes, vegetables and cut flowers which are of a perishable nature and have to reach the market very fast, are now finding it extremely difficult to market their produce. This is because the road network in that area, and particularly in my Constituency, Kinangop, are so poor that they would require a railway line which is more dependable, instead of depending on a road badly damaged by the *El Nino* weather phenomenon to transport their milk. Because of these problems, farmers in those areas who cannot transport their milk to the factories during the time they want, have found it very difficult to sell their milk. Consequently, they have incurred a lot of losses because everybody else has rushed to the district headquarters to purchase milk after the Kenya Co-operative Creameries went into problems and was not able to pay farmers in time. As we are talking now, farmers in my constituency have lost Ksh20 million in terms of unpaid for milk by one milk factory. Instead of that milk factory continuing to buy our milk, they have started buying milk from other sources simply because they know farmers in those areas who cannot transport their milk have no alternative but later to approach them to buy their milk.

[Mr. Waithaka]

Mr. Temporary Deputy Speaker, Sir, as it has been rightly said, if the Government cannot construct a new railway network, a serious step should be taken to improve our roads network. But the kind of improvement we are talking about is not like the one which is being seen now. For those of you who travel from Nairobi to Western Kenya and Nyanza, there was a time when they were constructing or repairing a one kilometre road at Naivasha. So, when you are travelling from Nakuru, you have to divert and go to Naivasha and then to the main road. That junction was closed for more than one year. I am sure that you hon. Members remember that very well. Yet it was just a one kilometre distance under construction. That is to say that to reconstruct a one kilometre distance, it took the contractor one year. If I could do some bit of mathematics, if that same contractor is contracted to repair the Nairobi-Mombasa Road, it will take him 5,055 years to finish his work.

*(Laughter)*

**The Assistant Minister for Finance** (Mr. Lomada): For a half a kilometre, he has to take 5,055 years?

**Mr. Waithaka:** Yes, half a kilometre distance has taken him those years. Hon. Lomada and hon. Nge'ny, you are all witnesses to this issue because you travel from those areas. Yet, such contractors say that "it is finished." If that same contractor is given work to repair the Nairobi-Mombasa Road, it will take him 5,055 years. That period will mean having six or seven generations in Kenya. But we have a Government and a Minister responsible for this, and yet nobody has raised a finger as to why this contractor is doing that. Again, you would find that the Government contracts a company called Put Sarajevo. I think these people are from Yugoslavia; they are not even stable politically in their countries and have had to demolish their roads there. Yet you contract such companies from there. Instead of actually repairing our roads, they are spoiling them. This morning I did travel from Naivasha through the lower road; that is from Naivasha to Longonot via Mai Mahiu to Nairobi. You will find that where they have repaired, there are a lot of potholes. Those of us who travel on this road will see for themselves. Others who have not, could try to travel on that road maybe this weekend when going home. The contractor is about to finish the repair work at Mai Mahiu but the parts he claims to have repaired still have potholes. We do not know whether they will go back to those parts to repair them again. The rate of corruption in this country is very high. You can even see it on the roads where a road which was repaired three months ago has many potholes. As hon. Ministers and as part of Government, why do you not sit down and ask yourselves what is happening? Even if we borrow money from the international donors or friends to construct a railway line or a road and the contractor who is given that job does not do the job satisfactorily, it would mean that after three or four months the road is not there. As I have said, it took the said contractor more than a year to reconstruct the one kilometre stretch and yet he is still there on the road which has not been finished. Yet, we have the Minister in charge who does not ask a question or raise this issue. Are we serious? It is a matter of taking our responsibilities more seriously as hon. Members of Parliament, and a Government in power.

You travel on that road and you are a Minister in the Government and you do not raise a finger. For more than a year, a contractor has not repaired half a kilometre. That is very serious! I am repeating it because I want it to sink in your minds. Hon. Nge'ny has been passing through that road and he is aware that the contractor has not finished his work.

Mr. Temporary Deputy Speaker, Sir, I think we are actually not serious. We are an agricultural country and we depend on agriculture. The most important issue which we have to think about very seriously is not even the tall buildings in Nairobi or an airport at Eldoret. The big issue concerns our roads and railway lines so that we can transport our products to the markets. During the rainy seasons, if you came to my constituency and visited places like Koinange, Karangatha and Njabini and gave a dog some milk, the dog would run away. If a dog sees anything white, it will run away because there is so much milk to pour during the rainy season because we cannot sell it and dogs are fed up with milk.

*(Laughter)*

Are you getting what I am saying?

**The Temporary Deputy Speaker** (Mr. Musila): Order, Mr. Waithaka! Address the Chair and not your colleagues on the opposite benches.

**Mr. Waithaka:** So, during the rainy season, we waste a lot of milk because we have to pour this milk. Women have got to travel many kilometres carrying milk on their backs and sometimes the lorry which is supposed to ferry milk to the market does not come because it is stuck elsewhere. One has to take that milk back home and give it to dogs and the dogs do not want it any more and they run away when they see it. That milk

goes to waste and the economy suffers a lot. So, what we are talking of here is the priority. Do we really sit down and say which ones are our priority areas in terms of construction of these roads? We know that a constituency like Kinangop - which is just next to Soko Mjinga for those of you who do not know where it is - is the granary for this town as far as the sale of greens is concerned. If you go to Marigiti here, you will find so many lorries from Kinangop which are ferrying potatoes, carrots, vegetables and if you want to see bad roads in this country, you travel to Soko Mjinga where you buy vegetables as you are coming this way; turn to Road C69 from Magumu-Engineer-Ndunyunjeru-Wanjohi-Oi Kalou and you will find one of the worst roads in this country and we are people who are supplying food to this City.

With those remarks, I beg to support.

**The Minister for Environmental Conservation** (Mr. Nyenze): Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me an opportunity to support this Motion. For the first time, hon. Obwocha has come up with a very good Motion which I feel that I should support.

It is true that for many years, the Kenya Railways Corporation has not taken the initiative to extend the railway line to other areas of Kenya apart from where the colonialists reached. It is also a fact that railway transport is the cheapest mode of transport. We have seen it in many other countries and many countries are encouraging that mode of transport because it is reliable and it is cheap and the most convenient for transporting bulk cargo. But here in Kenya sometimes you find railway transport being very expensive and that means there is something wrong with Kenya Railways Corporation.

The areas where the Mover of this Motion has mentioned; Kericho, Nyamira, Kisii and Kuria districts are high agricultural potential areas and it is only ideal that the produce from their farms should reach the markets with ease. That is why I support this Motion to have that railway line constructed. We know that Kenya is an agricultural country and it is in agro-based industries where we will take off, to be an industrialised nation. The railway mode of transport is the key thing for us to industrialise. So, this is a very good Motion.

I also wish to support what was said by hon. Munyao, that the railway line from Mombasa to Nairobi should also be extended from Kibwezi, through Kitui, Mwingi, Garissa and to the northern and southern frontier districts to serve the pastoralists because they have a lot of cattle which are exported to the Arab countries via the port of Mombasa and it is always a problem. Lorries ply from those areas to Mombasa and they destroy our roads. If there was a railway line, the cattle could be transported using the trains and it would be cheaper for the pastoralists and this line would open up Kitui and other Ukambani districts in general. Kitui District is very rich in minerals. It may not have plenty of rainfall but the railway line via Kitui would open up that area and the country would exploit the rich mineral resources which are there like iron ore and the rest.

Besides developing and extending those railway lines, we should also try as much as possible to improve our road transport. It is very bad when you see a road which has been constructed and within a few months, as some hon. Members have pointed out, it starts to peel off. There is a road connecting my constituency and Kitui South which was done and before the contractor was out of the site, there was no communication between Kitui West and Kitui South! This contractor has never come back because he has already been paid and so he has disappeared. These are the kind of things which should not be tolerated because it is a waste of Government money. This is not proper and it should be discouraged by all means and penalties should be meted out on these people who do shoddy jobs. They should be, deregistered and they should not perform in Kenya because these are our roads and taxpayers money is used to construct them.

Mr. Temporary Deputy Speaker, Sir, I also wish to add that railway transport should not be confined to those areas that I have mentioned but it should run across the whole country. In countries like China and India, you find railway lines going to every province, criss-crossing and most of the commodities are transported by railway. These are the two countries with the highest populations on the globe. Each country has over two billion people. But they have found out ways and means to cater for these people and to transport them and their merchandise to markets is through the railway system. That is why they have more than improved the roads. They have very much insisted on railway transport. I think Kenya's population is growing at an alarming rate and we should build more lines criss-crossing the country even in areas which we do not think are potential agricultural areas.

We should build more railway lines so long as there are people living there, to open up such areas. We should stop seeing Eldoret Airport as a white elephant. There are some Members on the other side of the House who have said that Eldoret Airport has a potential to develop the regions around the area. The surrounding districts are very rich in agriculture, livestock and so forth. It will serve Western Kenya, Nyanza and other areas.

Every time, when people say that Eldoret Airport was not a priority, I wonder whether they use their heads. This is because this airport will open up all these areas. Even when Moi International Airport and Jomo Kenyatta International Airport were being built, there was no big business at that time. But as time went on and the

country developed, it was good to have these airports. That is why I am saying that the Eldoret Airport was a very good project to be undertaken. It is not always good to put your eggs in one basket. We should have other airports everywhere, to open up the country. So, it should not be referred to as a waste of money. It was a good project undertaken for the benefit of this country. You will realise the benefits as time goes on.

Mr. Temporary Deputy Speaker, Sir, I would like to talk about Mombasa Road. It has been a problem for a long time. Unless we address the question of Mombasa Road, the economy of Kenya may not grow very fast. This is because Mombasa is our main port and it serves other countries like Rwanda, Uganda and Burundi.

With those few remarks, I beg to support.

**Mr. Magara:** Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me a chance to contribute to this important Motion which has been moved by hon. Obwocha. The only thing I can remember from my primary history is that in 1896, the railway started from Mombasa to the far end. You can imagine it is over 102 years and nothing has been done by either this Government, or the previous governments to improve the railway network in this country. We know very well that Kenya is an agricultural country. All that we need is to empower the people on the ground, to get access to the market to sell their products. We find that besides other agricultural products that have been mentioned like bananas, coffee, tea, beans, cassava and sugar, there is also another very important mineral, which is found only in my constituency. It is not found in any other part of the African continent. That is soapstone. Soapstone is one of the products which are very vital to the people of my constituency. For several months, they cannot get a means of having their products moved from where they are being worked upon at Tabaka to Nairobi, and then to Mombasa for export. It really beats me.

In many cases, we fail to think and see what we can do for our people. The road network is easy to construct and to maintain. But you will find that people are interested in kickbacks. They know that if they give the kickbacks today for a particular road, after one month, they will get the same kickback in having that road repaired. They do not even think of a permanent solution to assist our people to have their products transported and marketed in a proper way.

Currently, there is a crisis that is going on in respect of tea farmers in parts of Kisii and Eastern Province.

During the *El Nino*, there were allegations that coffee and tea could not be transported from factories to Mombasa for auction, simply because the roads were impassable. The crisis is still going on, whereby you will find out that farmers are still annoyed with what happened. This is because their dues have not been paid. The reasons as to why they were not paid are not known. There is no point of saying there was no way tea could be transported from a particular factory to Mombasa for auction. Why was this so? It was because the roads had already been destroyed by *El Nino*. But if we could have the railway system which is a permanent aspect of transport, such things could not have happened. Farmers could be able to sell their products without any problems. There is nothing that can empower our people economically, if you cannot provide them with a better way of marketing their products.

In most towns like Nairobi, you cannot find a parking. Why? This is because so many cars are all over the town. Why can the Government not think about improvising means of transport by railways in the City? Why cannot they think of even having some other railway networks in other towns, to enable the people to get access to wherever they would want to go? This will ease congestion and parking problems that we have in our towns now. There are several areas which are suffering. Now, tourists go all the way to Trans Mara. That is a very potential area for our tourism industry. As a priority, a railway line should be built to that area. They should get funds for that the normal way. They should go and beg from donors to have the project implemented, so that we can improve and empower our people economically, so that we can move forward.

Mr. Temporary Deputy Speaker, Sir, there is no point of having parastatal bosses, in the name of Kenya Railways with posh cars, and sitting in offices and drawing arrears of travelling around, when, in actual sense, there is nothing that they are doing. We should, at all cost, when we set up such parastatals, we should inculcate a sense of belonging and reasoning, to understand that when they are there, they are supposed to be performing what they are paid for. There is no point of having a Mercedes Benz 320 in a parastatal and yet you do not know what you are supposed to do. You cannot even give a projection of how you can improve the railway network in Kenya! What you are supposed to do is what the Indians had done several years before our ancestors were born. We should think about such things and have the parastatals working effectively as per what they are required to do.

Mr. Temporary Deputy Speaker, Sir, several places, other than those which have been mentioned in the Motion are dire in need of transport. When we talk about Kitui, there are a lot of mangoes. There are mangoes in Munyao's place. When we talk of Oyugis, there are a lot of pineapples there which rot on the road. A farmer comes to the road very early in the morning with a bunch of pineapples. She just sits there for the whole day, waiting for passengers to come and pick one or two. At the end of the day, she goes back again with the same

pineapples. If this farmer could access to transport her pineapples to Thika within a day, she could get more time to go back to the shamba. She will go back and take care of what is in the shamba to produce more. Instead, the farmers stay on the road with pineapples, bananas, beans and maize for a whole week simply because they cannot access to a proper place to market their products and empower themselves economically.

Mr. Temporary Deputy Speaker, Sir, this has let this country down simply because there is a failure of thinking and reasoning in our Government. I pray that we should support this Motion, move ahead and have it implemented. It should cover also other areas where such means of transport is needed.

With those few remarks, Mr. Temporary Deputy Speaker, Sir, I beg to support.

**The Minister for Water Resources** (Mr. Ng'eny): Thank you, Mr. Temporary Deputy Speaker, Sir, for allowing me to support this very important Motion. We all know that in elementary economics, transport is one of the key aspects of economic development. Railway transport is one of those modes of transport that is most effective. Therefore, this Motion has come at the most appropriate time of our development stage in this country.

First of all, I would like to take this opportunity to thank the Mover of this Motion, Mr. Obwocha, because the areas which he has covered in this Motion are not only in my constituency, but also in my district and other districts. We should also, within that vicinity, consider Trans Mara District because it is a very productive district. In fact, it produces a lot of wheat, maize and has many cattle.

Mr. Temporary Deputy Speaker, Sir, after the Second World War, road transport became very fashionable. Any transport engineer will tell you there is a correlation between the axle load and the type of road constructed. When the industrialised countries became more sophisticated-- Immediately after the Second World War, the heaviest truck on our roads was about 10 tonnes, then later it was 20 tonnes. Currently, the heaviest truck on our roads carries about 100 tonnes. At that stage, road transport becomes absolutely uneconomical. Whereas the developed countries have changed from road transport to railway transport, most developing countries are still using the outdated road transport. We are still purchasing heavy axle load vehicles and that is why our roads are being damaged because we are still following what has already been abandoned by other countries. If you go to Europe you will see that they have wonderful railway systems including the underground railway line known as the Euro-tunnel connecting Britain and France. They will continue to develop while we lag behind in development.

I think it is high time we considered seriously the railway transport as a mode of transport in this country because it is the most efficient, economical and easy to maintain. We should also maintain our road transport, but more emphasis should be put on railways.

We have heard several times in this House and elsewhere about what we, Kenyans, do. This refers to what we do here as Parliamentarians, Ministers, Permanent Secretaries and civil servants. What pains me most is that the people we are condemning day-in-day-out are our sisters, brothers, wives and husbands. Who is this person that you are condemning all the time in the Press and in this House? Who is this animal? Is he a Kenyan or somebody else from the blues? So, I would like us to reflect on what we are talking about. Are we talking about a Kenyan or somebody else? I would like us to talk about Kenyans and not to condemn somebody hypothetically.

Mr. Temporary Deputy Speaker, Sir, I beg to support the Motion.

**Mr. Mwakiringo:** Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to support this important Motion.

When we attained Independence, we resolved to get rid of poverty, poor health and illiteracy. Poverty was taken seriously by our Government and one way of eradicating it was to reach our people in terms of agricultural production or animal farming. It beats me because since our railway line was built in 1900, it is still where the colonialists and engineers left it. Kenyans have never been in a position to extend it to any area of this country. It is as if when the colonialists left, we were just left like that. It is as if the colonialist went with everything and yet we have qualified engineers. Why are we not developing our railway network in this country?

It is high time now that this Government and the Ministry of Transport and Communications did a feasibility study on the rich agricultural potential areas in order to extend railway lines so that farmers can transport their produce easily to Mombasa and other parts of this country.

As we support this Motion - and I hope it will go through - as the Government implements this Motion, it should also cover other areas. But again it should not be a conduit to siphon money through corruption. Once this project is budgeted for, the funds should be used for the purpose which they are meant for. I am supporting this Motion because the railway line should act as an alternative to road transport. The road between Mombasa and Nairobi is bad. I think it is time the railway line came in place and took advantage of this Motion to make money. The railway lines should also be extended to agricultural areas like Kisii and Isebania. It is also a cheaper means of transport. It is also a cheaper way in terms of transporting refrigerated cargoes like fish,

perishable goods from Kisii and other areas to the port of Mombasa. It is also cheap for the common man to use it as a mode of transport. I would like to urge the Government to implement this Motion as soon as possible. It is cheap to construct this line because the Government can solicit for private donor funding. If the Government constructs it, it can even commercialise the services, so that private people can carry out transportation business. By doing this the Government will get something to support itself if it cannot sustain the railway line on its own.

Mr. Temporary Deputy Speaker, Sir, these services should be extended to urban centres, to act as a mode of transport for the workers in Mombasa, Nairobi, Eldoret, Nakuru and other areas where we have many working class people. We are finding it difficult to park our vehicles in town because of lack of space. The railway line will act as a better, cheaper and alternative way of transporting workers to their various places of work. As we are thinking about extending the railway line to rich agricultural areas, the Ministry and the Government should equip maintenance workshops at the railway lines so that we do not have breakdowns all the time as it is the case now. The rails are imported from South Africa and Zimbabwe. It is cheaper when they are imported from our fellow African countries. I think this Motion has come at the right time when things are cheaper and we can obtain them locally. It is time we implemented this project.

Mr. Temporary Deputy Speaker, Sir, the railway line should also be extended to pastoralist areas, like North Eastern Province, where it can be used to transport animals to market centres in Coast Province, and through the Port of Mombasa to Arabian countries. This will also act as a way of averting insecurity in the country because most of the people will go by train to North Eastern Province and other areas. So, there will be no ambushing of vehicles along the roads. The railway line will also avert cattle theft because most of the cattle will be transported by trains to market points. If the Government, through the Ministry, can look at this Motion along those lines and implement it then security will be improved in North Eastern Province, cattle rustling will not take place in banditry prone areas, and it will act as a cheaper way of transport. It will also act as an alternative mode of transport when the roads collapse.

Mr. Temporary Deputy Speaker, Sir, with those few remarks, I beg to support this Motion.

**Mr. Temporary Deputy Speaker** (Mr. Musila): Mr. Marrimoi, you will only contribute for five minutes before I call on the Government Responder to respond.

**Mr. Marrimoi:** Thank you, Mr. Temporary Deputy Speaker, Sir for giving me this opportunity to contribute to this very important Motion. I must also thank the Mover for thinking about this Motion, which is very important, especially to high potential agricultural areas.

Mr. Temporary Deputy Speaker, Sir, railway extension is very important to this country, which is an agricultural country. I am saying this because the Kerio Valley railway line was proposed sometime back. This line will really improve the lives of the people who are living along Kerio Valley. The extension line from Timboroa was proposed to pass through Tenges, which is a potential agricultural area in terms of growing of groundnuts and maize. The railway line will also pass through fluor spar area, which is rich in fluoride. This will assist because there has been a big problem in transporting those products. The railway line will also pass through Tot and Koiterian area where we have high quality marbles. The marbles which we see here in Nairobi were brought from Kerio Valley. There is no need of importing marbles from other countries, when we have plenty of them in Kerio Valley area.

I would like to assure this House that if this railway line is built it will improve the economic status of this country. Tot also produces a lot of mangoes, especially in this season. A lot of fruits are rotting in my area because of lack of transport to the market. The area also produces cassava among other crops. This railway line should pass through Tot, Chesekon and Ortum, where a cement factory is proposed to be built. We have a lot of untapped resources along Kerio Valley and if the Government implements this project we will benefit a lot. The railway line should pass through Lanen, which produces a lot of potatoes and wool. These products are now lying there because of lack of transport, and farmers are suffering a lot. After the *El Nino*-induced rains, which damaged most of our roads, the alternative was to use the railway line. We should use this alternative means of transport instead of the road transport. I am really concerned about the extension of railway line into the areas I have mentioned. If there is any way that I will be required to lobby for funds to assist in the extension of the railway line to those areas I will chip in.

Mr. Temporary Deputy Speaker, Sir, with those few remarks, I beg to support this Motion.

**The Assistant Minister for Transport and Communications** (Mr. Obure): Thank you, Mr. Temporary Deputy Speaker, Sir. First of all I would like to thank hon. Obwocha for bringing this Motion before this House at this time. I would also like to thank him for the effective manner in which he articulated his views in justification of the extension of railway lines.

The areas to be covered include, Kericho, Bomet, Nyamira, Kisii, Gucha, Rachuonyo, Homa Bay, Trans Mara, Kuria, Migori and Suba Districts. This is a wide area with a large population.

The area is inhabited by people who are well known as hardworking and very independent people. Unfortunately, the area is characterised by massive unemployment, increasing levels of poverty where the living standards of the people are falling. For that reason I believe that every measure should be taken to try and improve the living standards of the people in this area. Transport is one of those measures. Where transport is available people will try and reach the market to sell their products. I believe that what hon. Members have expressed here has been very positive; to extend the railway line to cover these areas so that, for example, people of the three districts of Kisii; Gucha, Nyamira and Kisii which are engaged in the production of coffee, tea, pyrethrum, bananas, soapstone and others, can find a way of reaching their markets to sell their products. People in Trans Mara, for example, will sell their livestock to the markets in Nairobi and other areas using an efficient railway system. People along the Lake who sell fish will transport fish to the market and even for export. People in Kuria or Migori area who grow tobacco and sugar cane can also find a cheap way of sending their products to the markets.

I recognise that there are problems related to transport in those areas. We need to find a solution to this and what hon. Obwocha has proposed is one of the solutions. There is no doubt about that. First of all, I want to take this opportunity to thank the private road transporters because in the absence of a railway line in this region, they have come in handy and they have assisted farmers to transport their products all the way to Mombasa, Nairobi and other markets. They have assisted farmers to get their produce to the headlines at Kipkelion, Kibos and Kisumu. We must not forget to thank those who have made that significant contribution. In Kisii, Nyamira and Gucha for example, we have had problems getting our products, particularly tea, to the market. In the current year, farmers in those areas have received the lowest earnings from tea because the average selling price per kilogramme of tea has fetched the lowest price because of the delay in finding transport to the market. Farmers tea in those factories cannot reach the markets because the roads are not reliable and the means of transport has not been available.

Therefore, I believe that if railway lines were to be extended to that area it would help the farmers to make their products more competitive both locally and internationally. In that way we will be making a contribution to improving the overall economic situation of this country. I want to make one clarification. To extend that railway line from Kipkelion, Sotik all the way to Isebania we will require massive investment. The cost of construct one kilometre of railway line is not Kshs4 million as suggested; it is about Kshs42 million. That will require a total of approximately Kshs10 billion to cover the distance from Kipkelion all the way to Isebania a total of 235 kilometres. That is massive investment by any standard and that money cannot be easily available.

Mr. Temporary Deputy Speaker, Sir, to finance the construction of that railway line, I accept it is important and it reflects thinking in the right direction. It is something that we in the Ministry, and the Government in general, will try and do in the spirit in which this Motion has been brought.

A number of comments have been made about the management of the railways. I want to make a brief response by way of saying that, we accept that the railway management has fallen short in many respects in the past. They have not done what they were supposed to do and that, in many cases, they have let Kenyans down. They are incapacitated in many respects, first, because they have had management problems, as I said, poor equipment, inadequate supply of engines and wagons and inadequate finance in many respects.

However, I believe that the Members will agree that the current management of the Kenya Railways Corporation has made tremendous efforts to improve the railway system. Right now, they are involved in an exercise to try and re-organise the entire system so that in a few months, hopefully, the Kenya Railways Corporation will be moulded into an outfit that will serve Kenyans more efficiently.

Sir, you realise that in Nairobi, for example, passenger transport has improved a great deal. Today, there are services extended to the Eastlands of Nairobi to move large numbers of people to their work places and back to their homes. This is the trend that we will see in the next few months and we hope that Kenyans will appreciate that.

With the introduction of liberalisation, we expect industrial outfits in Kenya generally, particularly, users of the railway system, to go into partnership with the railways management to refurbish the wagons and the engines so that they can obtain better services from the railway line.

For, example, the kind of arrangement Magadi Soda Company has entered into with the railways, that is the kind of example we are asking others to follow so that we can utilise their greasing capacity at the railways.

Sir, we recognise, as has already been said in this House, that railways is by far the cheapest means of transport. It is more reliable, generally more efficient and, if we used it more frequently, we will reduce the damage on our roads, and, therefore, the overall advantage to the economy will be seen. But to improve our railways system, we will require the support and the commitment of all of us. We will require to mobilise the private sector and our partners abroad to be able to raise the kind of funds required to improve the railways



system.

It is in the spirit of this that I want to assure this House that my Ministry, the railway system, and the Government generally, will start moving in this direction considering the massive advantages that we will gain as a country.

With those few remarks, I support this Motion.

**Mr. Obwocha:** Mr. Temporary Deputy Speaker, Sir, out of my ten minutes, I would like to give five minutes to hon. Anyona to make one or two comments, and then, I will make the final comments.

**Mr. Anyona:** Mr. Temporary Deputy Speaker, Sir, I am very grateful for the opportunity to make some more contribution. It is fully recognised and accepted that there is tremendous potential in this part of the country. In fact, right now, if one thinks of Central Province, the full potential of development is almost exhausted. If one thinks of Kitale and those other areas, they are also almost fully exploited.

Mr. Temporary Deputy Speaker, Sir, this part of Western Kenya has not been touched at all. That being the case, for the future economic development of this country, we do need to turn our attention to areas where potential has not been tapped and this is one of them. Also, in terms of the distribution of national income, and in order to remove the feelings of alienation and marginalisation of areas like this and North Eastern Province also need to be considered.

Mr. Temporary Deputy Speaker, Sir, the railway line reached Kisumu, as we read from history, in 1901. In all these years, there has not been even a single inch of the extension of the railway. In fact, if anything, the railway system has shrunk because I believe the line to Butere is no longer fully operational. One really wonders whether the railway was merely intended to serve Uganda. It may have been the case in the colonial days, but since Independence, we should have realised that we need to extend the railway line. I am glad the Assistant Minister says that it is the cheapest and most efficient means of transport. That being the case then, and with an area of tremendous potential, what reason is there for not expanding the railway line?

I do not want to particularise, but the Greater Kisii District, simply because they have this development in terms of tea, coffee and the others, they have suffered a lot of losses. Today, to take our tea to Kisumu to be transported by railway costs the farmers a lot of money. Recently, for example, our tea went missing on the highway because we found that Kisumu was too far and you have to involve some road transport from Kisii to Kisumu. So, the farmers decided to use road transport but the coffee and tea gets hijacked on the way and gets lost. That creates a disincentive to the farmers.

I have a feeling that, in terms of policy formulation, this Government has not decided which is the best mode of transport and communication in terms of overall economic development. In the early part of the last Parliament, we brought a question here, asking for this extension of the railway and the answer we got was that, the Government was looking into it. Today, again, we are basically getting the same answer; that the Government accepts this, but we will look into it. I think a matter of this kind, once we have made a commitment like we are doing today, there must be clear signs that we are making a move. I do not think that the donors will come simply because we have spoken in Parliament and passed a resolution. If donors found that we are mobilising whatever little resources we have on the ground; and of course they do know what is available there. They know that it cannot be a loss making-ventures, but we must lead the way. I do not think that the donors and private investors are going to act in this particular case as philanthropists; they are in business. So, we shall need to lead and encourage them. It is important that the Government begins to mobilise resources so that we can target prime areas of development. This is because whatever we do in Nairobi here, the potential for development is exhausted, as I said in other areas. But if you open up new areas, then you have economies of scale and we are likely to go much further than we have done at the moment.

Mr. Temporary Deputy Speaker, Sir, I do not think there is need for a lot of speech on this matter. It is a matter that we all recognise and it is a question of creating confidence and goodwill to be able to do it. We want to encourage the Ministry and the Government in this case. I am very glad that this has come towards the end of this first year of the Eighth Parliament. Please give our people on that side of the country some kind of Christmas bonus, at least, in terms of good news. They can expect that in the new year, something will be forthcoming.

With those remarks, I beg to support.

**Mr. Obwocha:** Thank you Mr. Anyona, the MP for Kitutu Masaba.

Mr. Temporary Deputy Speaker, Sir, I would like to thank Messrs. Ruto, Lomada, Munyao, Sambu, Waithaka, Nyenze, Magara, arap Ng'eny, Mwakiringo and Marrimoi for contributing to this Motion.

Mr. Temporary Deputy Speaker, Sir, I would like to hail the general spirit of the contributions and the Motion in general. I would like to thank the Assistant Minister for agreeing that, this is a good Motion and that, they are going to look into it. My only problem is that there was a Motion moved by Mr. Koske, who was then, the MP for Kericho East. I do not know whether it is because it was moved on "Fools Day" 1st April, 1987, that it has

not been implemented. I hope the Government will implement this Motion. That is my most important prayer. In so doing, we will save our roads which are in a very bad state, from being destroyed by tankers and so on. I hope the Ministry will implement this Motion.

Mr. Temporary Deputy Speaker, Sir, the Assistant Minister corrected my figures. If indeed, we need Kshs42 million per kilometre, then, from Kipkelion to Isebania, it is approximately 200 kilometres. Therefore, we are only talking of about Kshs8.4 billion and not Kshs10 billion. This is money that can be sourced, even from Mr. Kamlesh Pattni who is giving money everywhere, including to Mr. Muite. He can give the Ministry money to invest in a project like this one, which is for the benefit of the country. So, I am grateful to the Assistant Minister and the hon. Members who have contributed.

With those remarks, I beg to move.

*(Question put and agreed to)*

ESTABLISHMENT OF MOMBASA OLD  
TOWN CONSERVATION AUTHORITY

**Mr. Maitha:** Thank you Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to move my Motion. I would like to amend the Motion appearing on the original Order Paper which is on the Floor of the House, under Standing Order No.41.

Mr. Temporary Deputy Speaker, Sir, the amended Motion reads as follows:

That, in view of the historical and cultural significance of Mombasa Old Town and Lamu Island, considering the fact that they are centres of tourist attraction, and bearing in mind that the Ministry of Home Affairs, National Heritage, Culture and Social Services gazetted these areas as conservation areas; this House resolves and urges the Government as follows:

- (1) To immediately transform the Mombasa Old Town Conservation Office as an autonomous authority under a specific Act of Parliament so as to make the Authority independent from the National Museums of Kenya.
- (2) To exempt the inhabitants of the gazetted areas from paying any rates, rent and other taxes charged by the Government or the local authorities.
- (3) To speed up the disbursement of the funds from the European Union to assist the residents in the conservation of the historical status of these areas.

Mr. Temporary Deputy Speaker, Sir, you will find that the amendment did not alter the original Motion. However, it only enlarges it to give it a proper meaning.

Mr. Temporary Deputy Speaker, Sir, the National Museums of Kenya recently established an office in Mombasa. But before establishing that office known as the Mombasa Old Town Conservation Office, they had gazetted the Old Town area, which is in my constituency and also gazetted Lamu Island, to be conservation areas under gazette notice. Normally, when the National Museums of Kenya wants to conserve an area, they seek authority from the Government and they gazette that area and it accordingly becomes a conservation area. So, this is what they did. The reason why they gazetted this area is that they had a heading known as the Revival and Development of Swahili Culture. As you know, Mombasa and the Coast is the home of the Swahili Culture. The Swahili have lived there for very many years, they have their own culture and ways of living. For this reason, the National Museums of Kenya decided to revive the development of this culture and to keep it for the tourists to come and see how the Swahili used to live and how they used to do their things. Now, the whole revival was done under an agreement between the Government of Kenya and the European Union, the EEC Government which controls the European Development Fund. During that time, under the Seventh European Development Fund, the Government of Kenya and the Commission of the European Community agreed to finance and implement the programme which they called the Revival of the Swahili Culture. The programme was established as a community conservation fund.

Mr. Temporary Deputy Speaker, Sir, its main purpose was to actually sensitise the community; that is, the Swahilis living in Lamu and the Old Town, to sustain that culture which was located in that area which has stayed for very many years. In that main objective, the European Development Fund funded the community fund and that is why they established the Mombasa Old Town Conservation Office, whereby the European Development Fund funded the Kenyan Government with Sterling £450,000 which is now banked in the ABN-Amro Bank in Mombasa. The main aim of this fund was that, the Europeans were chipping in and the Government was going to chip in with the same amount of money, so that they could conserve and develop the Swahili Culture in Lamu and Mombasa.

Mr. Temporary Deputy Speaker, Sir, this is how the National Museums of Kenya shortly conserved or gazetted Lamu and Mombasa and they kept an office known as The Mombasa Old Town Conservation Office. This office is charged with all the responsibilities of ensuring that these funds are used properly; being given to the community. Normally, when this area was gazetted, the inhabitants were notified in *The Kenya Gazette* that they will not be responsible for renovating their houses without getting prior permission from the Mombasa Old Town Conservation Office which is under the National Museums office. Normally, that office have got architects who are designing the old houses to look as they were before and, normally, if any of those buildings become dilapidated, the inhabitants of that area will have to seek permission from that office. Normally, the office carries out the architectural work and one is supposed to get 75 per cent of the European Development Fund money and then, the community is supposed to pay 25 per cent of the required amount to renovate a house that is damaged in those areas.

Mr. Temporary Deputy Speaker, Sir, you will find that these people who used to own these areas had title deeds and all the rights to their properties. Now, they have been subjected to a situation where they cannot properly utilise their properties, because they will have to go to the Mombasa Old Town Conservation Office under the auspices of the National Museums of Kenya. This was a very good gesture by setting up a conservation office which will conserve the culture of this country or the old ancient area known as the Old Town and the Swahilis. That is why I have brought this Motion, so as to urge this Government to immediately transform that office which is under the National Museum which they call the Mombasa Old Town Conservation Office serving the Old Town and Lamu Island, to an Authority. The reason why I want the Government to give it an authority is because the European Development Authority has already donated Sterling£450,000. The money is already in a bank in Mombasa. This office when left under the National Museums of Kenya which is under the Ministry of Home Affairs, National Heritage, Culture and Social Services, normally the Ministry would find its own ways through its own hardships maybe, to break the understanding or agreement with the European Union as it happens to most of the foreign funds which are disbursed to Government departments.

Normally, you may find this money being diverted to other areas instead of being used to help the people who are in these conservation areas. The Government has up to now not given its share because of the economic hardships the country is facing. However, I would like to urge the Government to use the same amount of money that has been donated by the European Union to form an authority. This will go a long way to safeguard the conservation areas.

Mr. Temporary Deputy Speaker, Sir, the Mombasa Old Town conservation office is responsible for the Old Town and Lamu only. But there are many tourist attraction areas in the country which, if the Mombasa Old Town conservation office is transformed into an authority, can easily generate a lot of funds. We have areas which are not covered, and which if an authority is established, they will also be covered. Places such as the Rabai Historical Church, which was built by Dr. Krapt, the Jumba la Mtwana, and Shimoni, where slaves used to be transported to the sea through a very big hole, have not been designated by the National Museums of Kenya.

The Mombasa Old Town conservation office could transform these places into money generating sites. In fact, even Kapenguria, where the late Mzee Kenyatta was jailed, could be under the Mombasa Old Town conservation office. This office should now become an authority to take care of historical sites. We want to preserve these sites permanently and turn them into tourist attractions. I believe that there are very many tourist areas in this country which the Ministry of Home Affairs, National Heritage, Culture and Social Services should put under the National Museums of Kenya, which is able to handle all these things. However, it will not be able to take care of conservation areas while taking care of other areas at the same time. I would like to give the Kenya Wildlife Service (KWS) as an example. This conservation parastatal is doing very well because the European Community gives it money directly; to ensure that everything is done to ensure the protection of wildlife.

Mr. Temporary Deputy Speaker, people living in these conservation areas should be exempted from paying any tax. The people who live in Old Town, for example, are very poor, and do not have any other means of income. Some of them depend on their children who work in companies. To tell them not to renovate their houses, and then charge them rates and rent is subjecting them to hardships. The people of Lamu depend on mangrove trees, and yet the Government has banned the harvesting of these trees. They also depend on fish, but the Government does not give them enough facilities to enable them fish. They have only been given trawlers which are being used in other countries. These are very poor people. If these places are converted into conservation areas and gazetted, and people living there are charged rates, this will be tantamount to subjecting them to poverty. Already, there is some money which has been donated by the European Union, which could even support them.

Mr. Temporary Deputy Speaker, Sir, I would like to call for the speedy disbursement of those funds. Until this moment, not even one community or one person has been given any money and it should be disbursed with speed so that those people can benefit. Once this Motion is passed, it will benefit Kenyans and enable the Ministry

to look for funds or assistance from other countries. In New York, we have the Allen Association which keeps the culture of that area and in Zanzibar, we have the Zanzibar Historical Authority. If you go to Europe and Germany, there are very many. So, why do we not keep one in Kenya if we want to preserve our historical sites?

Mr. Temporary Deputy Speaker, Sir, by moving this Motion, I am not implying that the Museums of Kenya are not doing a good job; they have been doing a very good job, but because we have money from the European Union, I am calling upon this Government to create an autonomous authority under the Mombasa Old Town Office. I wish to call upon my colleague, Mr. Mwakiringo, to second this Motion. I am sure there are very many colleagues from the KANU who want to contribute to this Motion so that it can go a long way in the spirit that I have moved it.

With those few remarks, I beg to move.

Thank you.

**Mr. Mwakiringo:** Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to second the Motion. As you are very much aware, the Coast Province is not an agricultural area although we have some parts which are rich agricultural land. But we entirely depend on tourism and the "Swaheli" not "Swahili"; it is the "Swaheli culture". We have a tribe called "Swaheli", but it was converted to "Swahili".

Mr. Temporary Deputy Speaker, Sir, if you visit Lamu and the Old Town in Mombasa, you will find the original culture of the Swaheli people who maintain it up-to-date. The wooden bows, the wooden windows and fishing boats are all over 100 years old and they have been maintained upto now. It is in line with that, that the European Union found it fitting to maintain it; that they gave the amount that has been mentioned by colleagues; Stg 550,000 to maintain that culture. If the Europeans found it necessary to fund the maintenance of that culture, why should the Kenya Government not support this Motion so that we can maintain that culture? It will benefit our people by encouraging both foreign tourists and the local people to visit those areas and even buy the wooden doors as I have said, which are very well-decorated. One main door can take about two weeks to make because it is from hardwood and with very nice decorations and with Swaheli culture outfit.

Mr. Temporary Deputy Speaker, Sir, as we support this Motion, the Government should release its component so that it is put in one account and we should allow the people to start using those funds. By having those funds in the bank and giving the people the mandate to utilise them, there is no way, now that the areas have been gazetted, that the people in those areas can own that land. If you want to renovate your house, you cannot do it unless you get permission from the conservation office in Mombasa, which is tied. We cannot use those funds because the Government has not chipped in.

What we are saying is that we want this Authority to be autonomous so that it can solicit for donor funding to maintain the culture of the Lamu and also other areas which are not mentioned in this Motion. As of now, if you want to rehabilitate your house in those areas, the Fund will only give you 75 per cent. But before you are given the 75 per cent, you must also have the 25 per cent at hand, in your account. As you are aware, our people are very poor and they cannot afford to have their account holding 25 per cent of the total cost. If you approach the Authority, they have to come and value your house before they can give you that money. So, what we are saying is that, if this Authority is made autonomous, they can give the funding, reach an agreement with our people on how to recover that money knowing very well the people of that area cannot run away or disown what they have agreed upon. Such money will serve the people of that area by uplifting them and maintaining the culture of that area.

Mr. Temporary Deputy Speaker, Sir, the people of those areas affected are very poor. It is in line with this that we are saying that when this Authority is established, it should also have control over the sale of mangroves from Lamu farmers, the fish from the fishmongers, the maintenance of clean donkeys which are a major mode of transport in Lamu and even finance the fishing boats which are currently being used by the rich people who are doing the fishing in the high seas with trawlers.

Mr. Temporary Deputy Speaker, Sir, as we support this Motion, we would also like the Ministry to support it. The Ministry should chip in by giving the 25 per cent which the European Union is also willing to donate. It should also lay strategies on how best they can maintain that culture of the Coast people and even Lamu residents.

Mr. Temporary Deputy Speaker, Sir, I stop there to give more time to other people to speak. So, with those few remarks, I beg to second the Motion. Thank you.

**The Temporary Deputy Speaker** (Mr. Musila): Hon. Members, the Standing Order Number 41, reads as follows:

Mr. Speaker may permit a Member to move in amended form a Motion of which Notice has been given if in the opinion of Mr. Speaker the amendment does not materially alter any principle embodied in the Motion of which a Notice has been given.

Therefore, it is the view of the Chair that the amended form does not materially alter any principle embodied in the original Motion. In view of this, I now wish to propose the Question.

*(Question proposed)*

**Mr. Kajembe:** Mr. Temporary Deputy Speaker, Sir, I beg to support this Motion. I do concur with the sentiments of the first speaker. There is need for the Kenya Government to do a feasibility study on how to maintain the Swahili culture in the Coastal strip. The Government should also do a feasibility study on which areas to be gazetted so that the area people can benefit both from the funds from the European Union and those which will be put in by the Kenya Government.

Mr. Temporary Deputy Speaker, Sir, it appears as if the Government has lost interest in both Mombasa Old Town and Lamu and more particularly, in the whole of the Coastal Strip where the Swahili culture is found. I say this because there is an institution already in place to take care of conservation of the Swahili culture in Mombasa Old Town and Lamu and the Government has taken a long time to show any interest in moving in, either by doing a feasibility study or funding it. The Kshs30 million from the European Union has been lying idle in the bank because that portion of the Government has not been put in. I call upon the Ministry concerned to take measures on this because the people of Mombasa Old Town and Lamu have suffered a lot.

Mr. Temporary Deputy Speaker, Sir, when we talk of the Swahili culture in this respect, only two areas have been gazetted; that is Mombasa Old Town and Lamu. I call upon the Ministry concerned to go further and gazette the whole of the Coastal Strip, for instance, areas like Vanga, Shimoni, Jumba la Mtwana, Roka and Jomvu Kuu. These are areas where you can find Swahilis and they should be conserved because tourists visit them. Some of these areas have been ignored. I think it is high time the Government supported these institutions. The buildings in Mombasa Old Town and Lamu should be renovated and the Kshs30 million from the European Union does not take care of the infrastructure, sewerage system and other amenities like recreational centres. So, it is upto the Government to ensure that sewerage systems and recreational centres are provided for, so that when tourists come to these areas, they can feel that it is a good tourist destination.

Mr. Temporary Deputy Speaker, Sir, there is a problem here because the Ministry of Home Affairs, National Heritage, Culture and Social Services undertakes the conservation of the institutions while the Ministry of Tourism is in charge of the tourists. The two Ministries have never thought of coming together to discuss about Mombasa Old Town or the Coastal Strip as far as tourism is concerned. I think the Government, and especially the Mombasa Municipal Council, should play a role. But the Mombasa Municipal Council has financial problems and that is why it cannot move in and rehabilitate these buildings which are falling apart in Mombasa Old Town. There is need for consultations between Mombasa Municipal Council, the Kenya Government and the European Union.

With these remarks, I beg to support.

#### ADJOURNMENT

**The Temporary Deputy Speaker** (Mr. Musila): Hon. Members, it is now time for the interruption of business. The House is, therefore, adjourned until this afternoon at 2.30 p.m.

The House rose at 12.30 p.m.