

# NATIONAL ASSEMBLY

## OFFICIAL REPORT

Tuesday, 11th October, 2005

The House met at 2.30 p.m.

*[Mr. Speaker in the Chair]*

PRAYERS

### QUESTIONS BY PRIVATE NOTICE

#### FLAWS IN VOTERS' REGISTERS IN MOSOP

**(Mr. Sambu)** to ask the Minister for Justice and Constitutional Affairs:-

(a) Is the Minister aware that in all the 89 polling stations in Mosop Constituency, the voters' registers have flaws in the spelling of the names of the electors, their identity card numbers and the electors' numbers?

(b) How did all these flaws occur yet the voters registers were updated as recently as May, 2005?

(c) Could the Minister give specific assurance that electors (voters) who hold valid identity cards and electors' cards will not be barred from participating in the Referendum on 21st November, 2005?

**Mr. Speaker:** Mr. Sambu has called and told me that his vehicle has broken down. He has requested me to defer his Question to Thursday this week. What is your reaction, Mr. Githae?

**The Assistant Minister for Justice and Constitutional Affairs (Mr. Githae):** Mr. Speaker, Sir, that is all right.

*(Question deferred)*

#### SHOOTING OF MR. DOMINIC KARUTI

**Mr. Munya:** Mr. 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 Mr. Dominic Karuti was shot dead by an Administration Police officer, Corporal Mugambi at the deceased's home in Kirima Village on the night of 16th July, 2005 in an unprovoked attack?

(b) Is he also aware that Corp. Mugambi was arrested and later released without any charges being preferred against him?

(c) What is the Minister doing to ensure that the perpetrator of this heinous crime is apprehended and prosecuted?

**The Assistant Minister, Office of the President (Mr. M. Kariuki):** Mr. Speaker, Sir, I seek your indulgence to answer this Question tomorrow. I received an answer which I was not satisfied

was accurate.

**Mr. Speaker:** What is your reaction, Mr. Munya?

**Mr. Munya:** Mr. Speaker, Sir, I have been trying to handle this matter with the Ministry but it seems to be very reluctant to take the right course on it. I have no objection if the Assistant Minister

is sure that he will answer the Question tomorrow.

**Mr. Speaker:** Mr. M. Kariuki, I am reluctant to defer the Question to tomorrow! I will defer it to Thursday because of the shortness in time to prepare the Order Papers!

**The Assistant Minister, Office of the President** (Mr. M. Kariuki): Very well, Mr. Speaker, Sir.

**Mr. Speaker:** The Question is deferred to Thursday this week!

*(Question deferred)*

Next Question by Mr. Ojaamong!

*(Mr. Bifwoli and Mr. Ojaamong  
stood up in their places)*

**Mr. Speaker:** Mr. Bifwoli, Mr. Ojaamong is there!

**Mr. Bifwoli:** Mr. Speaker, Sir, he sent me.

**Mr. Speaker:** Sort it out between yourselves!

**Mr. Ojaamong:** Mr. Speaker, Sir, indeed, I had sent the hon. Member because I thought I would be late but I have arrived in time.

## ORAL ANSWERS TO QUESTIONS

*Question No.578*

### NUMBER OF GOVERNMENT-SUPPORTED BOARDING PRIMARY SCHOOLS

**Mr. Ojaamong** asked the Minister for Education, Science and Technology:-

- (a) how many Government-supported boarding primary schools are there in Kenya;
- (b) whether he could table a list of the schools referred to in (a) above for boys and girls in each district; and,
- (c) what measures he is putting in place to ensure that, at least, every district has a Government-supported boarding primary school.

**The Assistant Minister for Education, Science and Technology** (Dr. Mwiria): Mr. Speaker, Sir, I beg to reply.

This Question was answered last week. I was required to lay on the Table the amounts that are paid to individual schools. Nevertheless, I will repeat some of the answers we gave.

(a) There are 236 low cost boarding primary schools in the country which are supported by the Government. They have mostly been identified in ASAL areas and pockets of poverty for Government funding to ensure retention in schools because of the parents's nomadic way of life as well as other poverty related problems.

(b) These schools are located in 27 districts in the country. We laid the list on the Table.

(c) The Ministry has no intention to have a Government-supported boarding primary school

in every district. That is not possible. Low cost boarding primary schools are identified by the District Education Boards (DEBs) in their respective districts in the ASAL areas and districts with pockets of poverty. The DEBs then forward recommendations which are looked at as long as they access facilities, clean water and the parents are willing to have their children board.

On the supplementary question, we were supposed to indicate the amounts of money paid to each school. I have that long list which I would like to lay on the Table.

*(Dr. Mwiria laid the list  
on the Table)*

**Mr. Speaker:** Was that the reason why this Question was deferred?

**The Assistant Minister for Education, Science and Technology** (Dr. Mwiria): Yes, Mr. Speaker, Sir.

**Mr. Speaker:** Then I will restrict any supplementary question to that list! Mr. Ojaamong, have you had an opportunity to see the list?

**Mr. Ojaamong:** Mr. Speaker, Sir, I have not had an opportunity to see it.

**Mr. Speaker:** Anyway, it has been laid on the Table!

**Mr. Ojaamong:** Mr. Speaker, Sir, in view of the fact that there is no school in Teso District which is benefiting, but we have parents who are interested in four schools namely, St. Teresa, Chakol, Kolanya and the rest, where students have been boarding for the last 35 years, could the Ministry now consider taking over those schools because Teso District falls under those districts of pockets of poverty?

**Dr. Mwiria:** Mr. Speaker, Sir, every case is considered in its own merit. I would like to tell the hon. Member that the DEB should look at the four schools and make recommendations on the basis of some of the factors that I indicated are important. Those factors are facilities, teachers and the willingness of the parents to allow their children board. Once we get the recommendations, we will act accordingly. However, we will give them a chance by way of reviewing the application.

**Mr. Speaker:** Very well! Is Mr. K. Kilonzo there?

*Question No.344*

WHEREABOUTS OF MR. MUTUA MATHITU

**Mr. K. Kilonzo** asked the Vice President and Minister for Home Affairs:-

- (a) whether he is aware that Mr. Mutua Mathitu was arrested in October, 1996 and detained at Kitui Police Station;
- (b) whether he is further aware that while Mr. Mutua was at the police custody he fell ill and was taken to hospital but has since never been seen; and,
- (c) whether he could inform the House the whereabouts of Mr. Mutua Mathitu.

*(Loud consultations)*

**Mr. Speaker:** Order, hon. Members! I want to communicate to the hon. Member on the Floor! His Excellency the hon. Vice-President and Minister for Home Affairs has requested that this Question be deferred to next week because he is receiving a foreign Head of State about this time.

Mr. K. Kilonzo, what is your reaction?

**Mr. K. Kilonzo:** Mr. Speaker, Sir, I have no objection to his request. My only problem is that a copy of the written answer I have received from his office does not indicate what the Chair directed should be contained in the answer. So, while I accept his request, it is also important to mention that.

**Mr. Speaker:** Thank you! The Clerks-at-the-Table will convey those sentiments. Give a copy of the HANSARD on the statements by the hon. Member to His Excellency the Vice-President and Minister for Home Affairs!

Next Question by Dr. Ojiambo!

*Question No. 547*

ACUTE WATER SHORTAGE AT BUSIA  
DISTRICT HEADQUARTERS

**Dr. Ojiambo** asked the Minister for Water and Irrigation:-

- (a) whether she is aware that Busia District Headquarters is experiencing acute shortage of water; and,
- (b) when she will expand the Mundika water intake point to increase supply of this essential commodity in Busia Town.

**The Minister for Water and Irrigation** (Ms. Karua): Mr. Speaker, Sir, I beg to reply.

I am aware that Busia District Headquarters does not receive adequate supply of water. Busia Town and its environs has had a high population growth which has caused an increase in water demand without corresponding expansion of facilities. The current total water production from Busia Mundika Water Supply and eight boreholes is 2,500 cubic metres per day while the current water demand is estimated at 4,500 cubic metres per day. My Ministry, through Lake Victoria North Water Services Board, is undertaking a water supply and sanitation programme for 12 towns in the Nzoia Drainage Basin. Busia Town will be included in Phase II of the programme which is scheduled to commence in July, 2007 and run for three years to 2010. The programme which is receiving financial assistance from KFW of Germany will identify and implement rehabilitation and augmentation measures for the water and sanitation facilities in the town. During this financial year, my Ministry will spend Kshs4 million to rehabilitate Busia Mundika Water Supply as a short-term measure.

**Dr. Ojiambo:** Thank you, Mr. Speaker, Sir. While I thank the Minister for her answer, I also wish to draw her attention to the fact that Busia District is one of the districts prone to many water borne diseases. The Minister is aware that the water supply falls below the demand. Could she consider looking for funds outside the budgetary allocation to increase the supply of water as soon as possible? I hope that the Kshs4 million will not come from the Kshs5 million district budgetary allocation. This is because the population of Busia Town is large and the town has become unmanageable. We cannot wait for 2007.

**Ms. Karua:** Mr. Speaker, Sir, I have to disappoint the hon. Member by saying that the Kshs4 million is actually part of the budgetary allocation to that district. However, we have sourced for funding outside the Budget. The programme by KFW of Germany to fund the Nzoia cluster, as we call it, of 12 towns will be funds sourced from outside the budget. We are currently negotiating with them not only to fund those 12 towns, but the entire area known as Lake Victoria North Water Service Board. It will be the first time that we will get complete funding for an entire area. In a way, that Water Service Board which includes the whole of Busia will have sufficient funds. We are hopeful that we will conclude the negotiations and the Board will have sufficient funds for the entire Western Province, parts of Nandi which are covered by that Board, Kerio Valley, Marakwet and West Pokot districts. We appreciate the acute water shortage. This is the situation in most parts of the country. However, we cannot do more than is in the Budget until we conclude the negotiations.

**Mr. Ojaamong:** Thank you, Mr. Speaker, Sir. Busia Mundika Water Supply covers a larger area. Even last year, the Minister promised that she will allocate it some millions of shillings to improve its capacity to distribute water to Busia Town. In view of the fact that we have some officers from the Ministry who drill boreholes, could the Minister consider telling them to go and drill a borehole in Bondeni in Busia District, where there is an acute shortage of water before they leave that area?

**Ms. Karua:** With the funding allocated for the district, it is up to the District Officers, in conjunction with the leaders to prioritise what the money will be used for. The National Water Conservation and Pipeline Corporation who are drilling and acting as a construction arm of the Government do it in accordance with what the Water Service Board requests. It is possible to drill a borehole but only if it is within the priorities of the leaders.

**Mr. Speaker:** Last question, Dr. Ojiambo!

**Dr. Ojiambo:** Mr. Speaker, Sir, considering that the water problem in Busia is very acute and we are getting very worried, could the Minister consider giving us a plan, sketch map or the water plan of the area so that we can talk from knowledge? We even do not know what plans the Minister has for us and, therefore, we are even unable to discuss what amount of money we are talking about.

**Ms. Karua:** We will gladly do so and I invite the hon. Member and others who are interested to visit the Kakamega office of the Lake Victoria North Water Service Board, get all the information, discuss your priorities and then we will go into implementation.

**Mr. Speaker:** Very well, next Question, hon. Leshore!

*Question No.304*

IMPROVEMENT OF ACCESSIBILITY  
TO COMMUNICATION SERVICES

**Mr. Leshore** asked the Minister for Information and Communications:-

- (a) whether he is aware that lack of information and poor communication facilities are a major impediment to achieving development goals in the rural areas; and,
- (b) what plans he has to ensure that Kenyans countrywide enjoy accessibility to TV coverage, telephone services and radio station frequencies.

**Mr. Speaker:** Hon. Leshore, I am informed that the hon. Minister called my office and said that he is out of town, and he would like this Question to be deferred. When is it convenient for you?

**Mr. Leshore:** Thursday afternoon, this week will be fine.

**Mr. Speaker:** I oblige, it will be there on Thursday.

Next Question, Dr. Ali!

*(Question deferred)*

*Question No.271*

VEHICLES FOR DOS AND POLICE OFFICERS  
IN BUTE SUB-DISTRICT

**Dr. Ali** asked the Minister of State, Office of the President:-

- (a) whether he is aware that Bute Sub-district has three divisions and 16 locations which are served by three police stations and two patrol bases;

(b) whether he is further aware that the district officers of Bute, Gurar and Buna divisions have no vehicles and that only Gurar Police Station has a vehicle; and,

(c) if the answers to "a" and "b" above are in the affirmative, when he will provide vehicles to the Dos and the police stations of the said areas.

**The Assistant Minister, Office of the President** (Mr. M. Kariuki): Mr. Speaker, Sir, I beg to reply.

(a) I am aware that Bute Sub-district has three divisions and 16 locations which are served by three police stations and two patrol bases.

(b) I am also aware that the district officers of Gurar and Buna divisions have no vehicles, but the District Officer of Bute Sub-district has a vehicle registration GKA 921C. The vehicle is at the moment grounded but is in a serviceable condition.

(c) All police stations have vehicles as follows:-

Gurar Police Station GK A541E, Buna Police Station GK A53E and Bute Police Station GK 2230; this is a UD lorry and at the moment, it has a mechanical problem but it is in a serviceable condition and will be on the road soon.

However, the district officers of the areas mentioned will be allocated new vehicles as soon as the Ministry is in a position to purchase a new fleet of vehicles.

Thank you, Mr. Speaker, Sir.

**Dr. Ali:** Mr. Speaker, Sir, I am surprised at the answer provided by the Assistant Minister because as he has said, two of the so-called "vehicles" are already grounded. Vehicle registration number GK A53E does not exist in Wajir District, because I have talked to everybody in the district and they are not aware of the whereabouts of that vehicle and nobody can tell me where that vehicle is. Even the vehicle for Gurar is grounded now. So, as of now, there is no functional vehicle in the whole of Wajir North. When will those vehicles, which are serviceable but grounded, be repaired? When will this other one be brought to Buna?

**Mr. M. Kariuki:** Mr. Speaker, Sir, we have one vehicle which is commonly used by the three divisions, and is normally in the custody of the senior district officer, and this is vehicle registration number GK A921C. That is a revolving vehicle that is used across the divisions. In the divisions which have no vehicles, we have asked the police to assist the district officers. We are in the process of purchasing a few vehicles for the administration, but the vote is limited. So, we will give priority to the areas that we think pose a security risk.

Thank you, Mr. Speaker, Sir.

**Maj-Gen. Nkaiserry:** Thank you, Mr. Speaker, Sir. The three divisions that the hon. Member was referring to are bordering an international border, and the district officers are the chairmen of the District Security Committees (DDCs). If those people are not in a position to move because of lack of vehicles, what is the Government doing? In fact, we passed a vote for this Ministry recently and this is a security issue. What is the Ministry doing to ensure that those officers have vehicles to enable them provide security within the region?

**Mr. M. Kariuki:** Mr. Speaker, Sir, until January, 2005, we were able to give out 200 vehicles to the administration. We propose to buy about 160 vehicles this financial year, but the priority will be determined by the security demands in each respective area because they are not enough for every division, but they will, at least, be able to lift the pressure that we have presently.

**Capt. Nakitare:** Mr. Speaker, Sir, whereas the Assistant Minister says that he can provide vehicles considering the security situation, there is one district criminal investigation officer who was sent to Kitale, which covers the border post from Suam, Bungoma and West Pokot, and he has had no vehicle for the last five months. What is the Minister doing about containing insecurity in Trans Nzoia?

**Mr. Speaker:** How far is Trans-Nzoia from Wajir North?

*(Laughter)*

That Question is irrelevant!

Proceed, Mr. Bahari!

**Mr. Bahari:** Thank you, Mr. Speaker, Sir. Most of those divisions in the remote areas used to have Landrovers for use by the district officers. But over a period of time, those Landrovers ceased to exist. Could the Assistant Minister tell us what replacement policy is in place---

*(Loud consultations)*

**Mr. Speaker:** Order, hon. Members! May I, please, ask the hon. Members on the Front Bench to my right to listen to what is being said?

Proceed, Mr. Bahari!

**Mr. Bahari:** Thank you, Mr. Speaker, Sir. Most of the divisions in those remote areas used to have Landrovers for use by the district officers. Of late, those vehicles have now disappeared and virtually 80 per cent of those divisions have no vehicles. In spite of the Ministry promising us time and again in this House that vehicles will be provided, no vehicles have been provided to those areas. Mr. Speaker, Sir, could the Assistant Minister tell us what vehicle replacement policy is in place for this Ministry to ensure that there is consistent and on time replacement of those vehicles?

**Mr. M. Kariuki:** Mr. Speaker, Sir, our policy towards ensuring that our stations have vehicles is, first, where a vehicle cannot be put back on the road, we want those vehicles auctioned so that we can get money to buy new ones. Where the vehicles are not in too bad a condition, we are taking about two vehicles knocking out parts from one to try and repair the other. That is the policy we are pursuing presently.

**Mr. Speaker:** Last question, Dr. Ali!

**Dr. Ali:** Mr. Speaker, Sir, the Assistant Minister did not answer my question about where GK A53E is, but I want to ask the following question. How can a vehicle which is grounded for the last four years be used to service security issues in this constituency? The distance between Buna and Bute is nearly 150 kilometres square. How will a vehicle which has been grounded for three years be of any help to those people?

**Mr. M. Kariuki:** Mr. Speaker, Sir, it is unfortunate that we should have a vehicle which has not been serviced for that long. I promise the hon. Member that, in the next two months, this vehicle will be on the road. As far as GK A53E is concerned, the information we have is that the vehicle is on the road in a serviceable condition and is functioning.

Thank you, Mr. Speaker, Sir.

**Mr. Speaker:** Very well. Next Question, Mr. Bahari!

*Question No.555*

REHABILITATION OF  
GARBA-TULLA AIRSTRIP

**Mr. Bahari** asked the Minister for Roads and Public Works:-

- (a) whether he is aware that Garba-Tulla Airstrip is in a state of disrepair; and,
- (b) what urgent steps he is taking to rehabilitate this airstrip.

**The Assistant Minister for Roads and Public Works** (Eng. Toro): Mr. Speaker, Sir, I beg to reply.

- (a) Yes, I am aware that Garba-Tulla Airstrip is in a poor state.
- (b) Kshs500,000 has been set aside for the general maintenance of this airstrip during the

current financial year.

**Mr. Bahari:** Mr. Speaker, Sir, I would like to thank the Assistant Minister for the answer, but I would like to find out something from him; since "general" is too general, could he specify what specific items in the maintenance he is going to carry out using the Kshs500,000?

**Eng. Toro:** Mr. Speaker, Sir, at the moment, the details of the work that is going to be carried out are being undertaken, and once the details are complete, we will know specifically what we need to do on that airstrip.

**Mr. Abdirahman:** Thank you, Mr. Speaker, Sir. It is not only Garba-Tulla Airstrip where the Ministry has allocated only Kshs500,000, but also Habaswein Airstrip, where my constituency headquarters is located. I would like to know from the Assistant Minister what specific plans they have this financial year to improve the airstrips that are in a state of disrepair? It is not maintenance!

**Eng. Toro:** Mr. Speaker, Sir, in addition to those districts also, we have a total of 39 airstrips that are going to be repaired this financial year. We are going to do it in two tranches; the first allocation, which is going to be done between now and February, 2006, will involve 23 airstrips. I have a list here and the amounts involved. Then from February, 2006, the second allocation will involve another 16 airstrips and the minimum amount that we are allocating for the airstrips will be from Kshs500,000 up to Kshs1 million. The total amount to be used for repairing airstrips this financial year will be Kshs25 million. I can lay this document on the Table so that those who want to check which airstrips we are going to work on can have a look at it.

*(Eng. Toro laid the list  
on the Table)*

**Mr. Muriithi:** Thank you, Mr. Speaker, Sir. The Assistant Minister is telling us that they are going to rehabilitate most of the airstrips, which have cracks. I would like him to let me know what he is doing to Nyaribo Airstrip, Nyeri, in my constituency?

**Eng. Toro:** Mr. Speaker, Sir, I did not get the question. Could the hon. Member, please, repeat it?

**Mr. Muriithi:** Mr. Speaker, Sir, my constituency is Nyeri Town and we have an airstrip called Nyaribo. Could the Assistant Minister let us know the position as regards that airstrip?

**Eng. Toro:** Mr. Speaker, Sir, in my list, I have Nyeri Airstrip which has been allocated Kshs500,000. I do not know if it is the same as Nyarobo Airstrip.

**Mr. Ndile:** Bw. Spika, Waziri Msaidizi amesema kuwa wametenga pesa za kutengeneza viwanja vya ndege. Lakini ukarabati pekee hautoshi kwa sababu viwanja vingine vimenyakuliwa. Wizara inachukua hatua gani kuhakikisha kuwa viwanja vile vilivyonyakuliwa na watu binafsi vimerudishwa? Kwa mfano, uwanja wa Ndege wa Makindu umenyakuliwa.

**Eng. Toro:** Mr. Speaker, Sir, the airstrips that have been grabbed with be dealt with by the Minister for Lands and Housing when he will be repossessing all grabbed land.

**Mr. Bahari:** Mr. Speaker, Sir, I want to find out from the Assistant Minister whether he is aware that a telephone mast has been erected in the landing way of the airstrip. What will he do to remove that telephone mast? It is very dangerous!

**Eng. Toro:** Mr. Speaker, Sir, I am not aware about that. However, nothing should be on the way of the landing path of the airstrip. If it is there, we will have to find out who erected the mast so that it can be relocated.

**Mr. Nderitu:** Mr. Speaker, Sir, this issue of airstrips is important. We have one in Mwea where no plane can land because of the valleys. It has not been maintained for the last over 25 years. What is the Assistant Minister doing to revive that airstrip?

**Eng. Toro:** Mr. Speaker, Sir, that airstrip is not among the ones I have in my list. However, we need to know the details. Like I said in this House sometimes back, the maintenance of the



airstrips was under the Office of the President until the last financial year. There could be some airstrips that we do not know about. We will be happy if the hon. Member could let us know which airstrip that is.

**Mr. Nderitu:** On a point of order, Mr. Speaker, Sir. The Assistant Minister wants me to guide, lead, take him there and smell it for him! Could he send his people to the ground in Kirinyaga to go and see the airstrip and give him the beacons? They are there!

**Eng. Toro:** Mr. Speaker, Sir, I said that it is not among the list of the airstrips that I have tabled here that are going to be repaired this financial year. If Wanguru Airstrip is or was in use, definitely, it will be considered in the next financial year.

*Question No.417*

RAISING OF SUGAR-CANE/MOLASSES PRICES

**Prof. Olweny** asked the Minister for Agriculture:-

(a) whether he could inform the House the changes that have occurred in the prices of sugarcane and molasses over the last one year; and,

(b) if the answer to the above reflects an upward trend in prices of sugar and molasses, whether he could consider a proportionate raise to the price of sugarcane.

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

(a) The changes that have occurred for the prices of sugarcane, sugar and molasses, respectively, in the last year are as follows:-

(i) Prices ranged from Kshs1,750 per tonne to Kshs2,260 per tonne between 2004 and 2005.

(ii) Prices ranged from Kshs36,400 per tonne to Kshs49,261 per tonne between 2004 and 2005.

(iii) Prices ranged between Kshs600 per tonne to Kshs1,800 per tonne between 2004 and 2005.

(b) The above reflects an upward trend in the prices of sugarcane, sugar and molasses. However, I am constrained to consider appropriate raise of the sugarcane price because there is a legally constituted body; the Cane Pricing Committee, under the Sugar Act, 2001, that is charged with that particular responsibility.

**Prof. Olweny:** Mr. Speaker, Sir, I want to thank the Minister for the good answer that is informative. It tells us that within the last one year, there has been a 25 per cent rise in sugarcane price; 40 per cent rise in sugar price and 200 per cent rise in molasses prices. We all know that farmers need incentives that always come in the form of favourable commodity and input prices. I believe that it is the role of the Minister to raise his concern with the Cane Pricing Committee that he has talked about to come up with prices that are favourable to farmers. Given that molasses has gone up by 200 per cent in terms of price, what effort is the Minister making to ensure that farmers get these incentives, particularly, the pricing of sugarcane?

**Mr. Kirwa:** Mr. Speaker, Sir, I have already directed the Kenya Sugar Board (KSB) to constitute a meeting between themselves and other organisations, the Cane Pricing Committee, for the purpose of reviewing it upwards.

**Mr. Owino:** Mr. Speaker, Sir, is the Minister aware that the arbitrary increases in the prices of sugar have made some factories pile up so much sugar which they are unable to sell because the prices are too high? What is he doing about it? Could the management do something without consulting the Minister?

**Mr. Kirwa:** Mr. Speaker, Sir, the retail price is not under the purview of this Ministry but the Ministry for Trade and Industry. I have communicated effectively to my colleague.

**Prof. Oniang'o:** Mr. Speaker, Sir, we are aware that private sugar companies pay farmers

better than those companies in which the Government has shares. Could the Minister explain this anomaly? It appears that farmers who supply publicly supported companies are being short-changed.

**Mr. Kirwa:** Mr. Speaker, Sir, that is not entirely true. The price range may be between Kshs100 and Kshs150. However, through the Cane Pricing Committee, we want all companies to adhere to the regulations as provided for under the Act.

*Question No.144*

COMPLETION OF MTITO ANDEI  
HEALTH CENTRE

**Bw. Ndile** alimuuliza Waziri wa Afya:-

(a) ikiwa anaelewa ya kwamba ujenzi wa kituo cha afya cha Mtito Andei umekwama kwa miaka kumi na watu wanapata huduma umbali wa zaidi ya maili 70 katika hospitali ya Voi ama Makindu; na,

(b) ni pesa ngapi Wizara imetenga mwaka huu ili kukamilisha mradi huo.

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

(a) I am aware that Mtito Andei Health Centre is complete and operational. The facility had stalled for many years but was completed in November 2004, with assistance from the Belgium Technical Co-operation. Currently, the facility is manned by seven health workers and one support staff. It has been provided with a vehicle for patients' referral. It offers both outpatient and maternity services.

(b) Currently, the ASAL Programme and the Belgium Technical Co-operation are in the process of electrifying and fencing the facility at an estimated cost of Kshs1.9 million.

**Mr. Ndile:** Bw. Spika, ninamshukuru Waziri Msaidizi kwa hilo jibu, lakini umemsikia akisema kwamba ujenzi wa hospitali hiyo umekamilika. Ujenzi wa hospitali hauwezi kuwa umekamilika kabla nyumba za wafanyakazi hazidakamilika. Katika sehemu ya "b" ya Swali langu, nimemuuliza Waziri Msaidizi ni kiasi gani cha pesa kilichotengwa na Wizara yake ili kuhakikisha kwamba ujenzi wa hospitali hiyo umekamilika. Ujenzi wa hospitali ukikamilika ni lazima madaktari wawepo.

**Dr. Kuti:** Mr. Speaker, Sir, construction of 16 staff quarters is estimated to cost about Kshs20,200,000. Currently, we are in the process of building the kitchen and the laundry block at a cost of Kshs1.9 million.

**Mr. Angwenyi:** Mr. Speaker, Sir, Part "b" of the Question is very clear. It states:-

"How much money have you set aside to complete residences for the medical personnel at this hospital?"

**Dr. Kuti:** Mr. Speaker, Sir, I was also very clear. I said that this financial year, only Kshs1.9 million has been set aside for the construction of the kitchen and laundry block. The more than Kshs20 million for the staff houses are yet to be assigned.

**Dr. Kibunguchy:** Mr. Speaker, Sir, I would like the Assistant Minister to confirm whether the policy of the Ministry has changed in terms of funding the completion of some of the small projects? Has the policy changed towards giving grants to communities, as opposed to giving AIEs?

**Dr. Kuti:** Mr. Speaker, Sir, this financial year, for repairs of rural health facilities, cheques were directly given to the health centres or the rural health facility committees for faster and more efficient completion and repairs of those facilities. So, I agree with the hon. Member, that for the first time this year, to avoid bureaucracy at the district level, cheques have been given directly to the rural health facilities for repairs and maintenance.

**Mr. Ndile:** Bw. Spika, Wizara hii "imelala"! Hivi majuzi, watu fulani waliivamia Hospitali

ya Mtito Andei na kujenga majengo yao humo ndani. Mimi ndiye niliyenunua vifaa vilivyohitajika kwa ubomoaji wa majengo hayo, na kuwaongoza wananchi katika shughuli hiyo. Kutoka Mtito Andei kuelekea Mombasa, hospitali nyingine inapatikana katika Mji wa Voi, ilhali ukielekea Nairobi, hospitali nyingine inapatika katika Soko la Makindu, umbali wa kilomita 50. Watu wengine wanafikiri kwamba, kwa sababu Waziri wa Afya ni wa jamii ya Wakamba, tunafaidika sana. Ukweli ni kwamba tunapata shida sana. Ni lini Serikali itatenga pesa za kukamilisha ujenzi wa hospitali hiyo ili watu wangu waweze kufaidika?

*(Several hon. Members stood up in their places)*

**Mr. Speaker:** Order! Order, everybody! Mr. Ndile, are you suggesting that a Minister in charge of a Ministry must, somehow, be solely concerned about communal interests, and not national interests? Is that your position; that we must tribalize Ministries?

**Mr. Ndile:** Bw. Spika, haina haja ya kuuliza swali hilo. Ukienda kwa Wizara ya Barabara na Ujenzi, utawapata Wajaluo peke yao. Ukienda Ukambani, utawapata Wakamba tupu. Mawaziri wamekuwa na tabia ya kupendelea watu kutoka makabila yao. Kwa hivyo, nilifikiri kwamba Wizara ya Afya ingelinipendelea mimi kwanza. Hata ukienda sehemu za Wakikuyu, mambo ni namna hiyo pia.

*(Laughter)*

**Mr. Speaker:** Order! Order! Mr. Ndile, I have had occasion to say from this Chair that hon. Members of this National Assembly are national, or are expected to be national leaders.

**Mr. Ndile:** They are not, for your information!

**Mr. Speaker:** Order! Order! They are supposed to be! You are supposed to be! I am going to ensure that you make an attempt to be a national leader by refusing you an opportunity to tribalize any discussion in this House.

*(Applause)*

Consequently, your tribal question is disallowed by the Chair!

*(Several hon. Members stood up in their places)*

**Mr. Speaker:** I think I have finished with that issue. What is it, Mr. Raila?

**The Minister for Roads and Public Works (Mr. Raila):** Mr. Speaker, Sir, while I appreciate the fact that every market has got a deranged person, will you allow the hon. Member to get away---

**Mr. Speaker:** Order! Order, Mr. Raila! Order, hon. Members! I must cut the Minister short, because that may be applicable to markets. I do not run a market here. So, you are totally irrelevant, Mr. Raila.

*(Laughter)*

Very well! Next Order!

**Mr. Ndolo:** On a point of order, Mr. Speaker, Sir. Hapo awali, Bw. Ndile alisema kwamba

alienda akabomoa mijengo kule Mtito Andei. Je, anaweza kulieleza Bunge hili kama yeye ni mkora?

*(Several hon. Members stood up in their places)*

**Mr. Speaker:** Order! Order, all of you! I think the bane of this Parliament is high propensity to be trivial. I am sorry about this, but I must tell you hon. Members, as I have said in the past: Let us rise beyond trivialities. This country requires you more in sobriety today than ever in its history. Let us rise to the occasion. Let us keep our nation together.

Now, can we be serious?

**The Assistant Minister, Office of the President** (Prof. Kibwana): On a point of order, Mr. Speaker, Sir. Is it in order for a senior Minister to call an hon. Member of Parliament a mad man without apology?

**Mr. Speaker:** Order! Order! Prof. Kibwana, I think I have already ruled the Minister out of order. I have already said that this is not a market. Can I say the following to all of you now: You must now obey the rules of the House. The rules of the House require that you respect one another; use civil language and do not impute improper motive on any hon. Member. In spite of my saying this a thousand times, hon. Members invite the wrath of others by being non-conformists to the rules of the House. So, can we now leave this completely? Now, I expect from this moment--

*(Loud Consultations)*

Order! Order! Are you telling me that Mr. Raila is the inventor of that statement?

*(Loud Consultations)*

Order! I have already made a ruling here. If the hon. Members sitting over that corner think that they will take over the running of this House, they should know that they will not. I have already ruled the Minister out of order!

He never mentioned any person. Indeed, before he completed the sentence, I cut him short. That should end the story. I expect everybody to be relaxed now. That should end the story. I expect everybody to be relaxed now.

*(Loud consultations)*

Order, hon. Members! I am the one chairing the session. The question which the hon. Member asked and I overruled was a different one. I will give him the opportunity to ask the last question.

**Mr. Ndile:** Bw. Spika, nilikuwa nimekasirika kwa sababu hawa Mawaziri hawafanyi kazi.

**Mr. Speaker:** Order, Mr. Ndile! You must learn that you are in Parliament. The next thing that you must learn is to contain your temper. Je, ukikasirika, hasira zako zinaweza kukupeleka wapi kati ya waheshimiwa Wabunge 222? Naomba ukumbuke kwamba wewe ni mmoja kati ya Wabunge 222. Huwatawali wao na hakuna pahali utawapeleka. Kwa hivyo, tafadhali waheshimu Wabunge na Bunge hili.

Endelea!

**Mr. Ndile:** Bw. Spika, naheshimu Bunge hili.

Je, ni pesa ngapi Wizara imetenga ili kuhakikisha kuwa hawa watu hawasumbuki? Hatutaki kufariki kutokana na njaa na ugonjwa. Waziri alianza kuniambia mambo mengine na ilhali anajua vile nilifanya kule Thika.

**Mr. Speaker:** What has he said?

**Mr. Keter:** On a point of order, Mr. Speaker, Sir. Am I in order to request to know what exactly Mr. Ndile is talking about? Is he the one who caused the violence in Thika?

**Mr. Speaker:** Mr. Ndile, in the name of God, why are you prone to insensitivity? Why do you have violent tendencies? What do you want?

**Mr. Ndile:** Bw. Spika, waambie hao watu wa fujo. Mimi ni mtu wa amani. Swali langu ni: Je, ni pesa ngapi Wizara imetenga mwaka huu ili kuwasaidia watu wangu?

**Mr. M. Maitha:** On a point of order, Mr. Speaker, Sir. You heard Mr. Ndile say he did something in Thika which should be remembered. Am I in order to ask him to substantiate and tell this House what he did in Thika?

**Mr. Speaker:** Order! Mr. Ndile, what did you do in Thika?

*(Laughter)*

**Mr. Ndile:** Bw. Spika, nilikuwa namkumbusha Bw. Raila vile tulipigana wakati wa uchaguzi mkuu, halafu yeye akaingia chini ya meza. Sikusema maneno mabaya. Ilikuwa magazetini na kwenye runinga. Hakuna mtu hajui hayo.

**An hon. Member:** Send him out!

**Mr. Speaker:** Order! Order, hon. Members! I think even for me to take action against the hon. Member is misusing or misdirecting the wrath of the Chair! I will totally ignore him and I beseech the House to do the same.

*(Applause)*

Order, hon. Members! I think in silence and as you consider your business in this Chamber, just reflect what I have said. We cannot and must never allow a Parliament to sink to a level that we are being forced to do now. All of you must endeavour to raise the standards of conduct of all leaders, and keep this country and people together. I beseech you to think about it. It is very easy to speak, but when you do that, you may set the whole nation on fire. Let us not be reckless. I am pleading with hon. Ndile. Please approach the Chair in its Chambers. I think we will have a little chat on the etiquette of hon. Members of Parliament. I will be pleased to have a chat with you.

Thank you.

**Mr. Omamba:** Mr. Speaker, Sir, may I read the Ministerial Statement from the Ministry of Roads and Public Works?

**Mr. Speaker:** What are you going to do, Mr. Omamba?

**Mr. Omamba:** Mr. Speaker, Sir, I am seeking a Ministerial Statement from the Ministry of Roads and Public Works.

**Mr. Speaker:** On what, Mr. Omamba?

**Dr. Godana:** On a point of order, Mr. Speaker, Sir. When did my neighbour in Continental House become a Government Minister to read to us Ministerial Statements? Maybe I am behind news.

*(Laughter)*

**POINT OF ORDER**

## COMPLETION OF NYARAGO BRIDGE

**Mr. Omamba:** Mr. Speaker, Sir, I am seeking a Ministerial Statement. On 14th April, 2005, the Minister for Roads and Public Works in an answer to Question No.169 promised the House that Nyarago Bridge on Migori-Rapogi Road would be completed during the financial year 2005/2006, and that Kshs1.5 million had been allocated for the works. However, no construction is going on. During the first week of September, 2005, a school bus driver who thought the bridge had been constructed lost control and knocked down a cyclist, killing him on the spot. Could the Minister indicate what compensation will be paid to the family of the deceased who was killed due to the Ministry's negligence? Could he further tell this House when the construction will resume?

**Mr. Speaker:** Yes, Mr. Minister!

## MINISTERIAL STATEMENT

## COMPLETION OF NYARAGO BRIDGE

**The Minister for Roads and Public Works (Mr. Raila):** As the hon. Member has rightly pointed out, I said that the bridge would be constructed in the financial year 2005/2006. I am seeking approval of the House, so that I can begin to implement the programme. I want to assure the hon. Member that Nyarago Bridge is, indeed, in the programme and we have not allocated Kshs1.5 million, but Kshs15 million in this current Budget.

I cannot help the driver who was dreaming that the bridge had been constructed when he knew very well that it was going to be constructed this financial year. So, the issue of compensation, therefore, does not arise.

*(Loud consultations)*

**Mr. Speaker:** Order, hon. Members! It is a fact! Children have come to the House because--- Are six months over yet? Is it? Just about! We are on the border line. Anyway, I think Mr. Omamba will get in touch with the Minister.

Mr. Raila, I am quite unhappy. As I told you, I do not run a market. You rose here to tell me that, in every market place, there are--- What did you say? Crazy people?

*(Laughter)*

**Hon. Members:** Deranged!

**Mr. Speaker:** Deranged people? Now, this is not a market. So, will you withdraw that statement? This is Parliament!

**The Minister for Roads and Public Works (Mr. Raila):** Mr. Speaker, Sir,---

**Mr. Speaker:** Order! What I am asking the Minister is not in reference to anybody. It is in making a statement like that in the House!

**The Minister for Roads and Public Works (Mr. Raila):** Mr. Speaker, Sir, I did not complete the sentence that I wanted to say. But, just for your information, Mr. Ndile, in an earlier incarnation, was a highway robber. That is a fact!

**Hon. Members:** Oh! Oh!

*(Mr. Ndile left his seat)*

**Mr. Speaker:** Order, hon. Members! Mr. Ndile, you must go back to your seat!

Order, hon. Members! I think I was shocked last Wednesday morning. But now, before I have recovered from that shock, the Minister for Roads and Public Works has given me a greater jolt! I do not expect that from you, Mr. Raila, or from any other hon. Member. I will not take that! I will not allow it to continue.

Now, Mr. Raila, you must withdraw and apologise!

**The Minister for Roads and Public Works (Mr. Raila):** Mr. Speaker, Sir, of course, facts are facts! But, in order not to drag this matter longer--- If I was convicted, it remains a fact. If I was convicted of robbery, that remains a fact. However, in the interest of progress in the House, I am ready and willing to withdraw. Therefore, I withdraw and apologise.

**Mr. Speaker:** Order! Hon. Members, each one of you has a background, whether good or bad. The framers of the Standing Orders were aware of that fact. That is why there are specific Standing Orders that debar you, or any other hon. Member, from discussing the character and conduct of another, except on a specific Motion. If I ever allow this Assembly to turned into a den of name calling, then we, as a congregation here, stand condemned by the entire Kenyan nation. I will not accept any conditionalities to the apology. You must apologise without conditionalities.

*(Applause)*

**The Minister for Roads and Public Works (Mr. Raila):** Mr. Speaker, Sir, I withdraw and apologise.

**Mr. Speaker:** Very well!

**Mr. Ndolo:** On a point of order, Mr. Speaker, Sir.

**Mr. Speaker:** Not on that!

**Mr. Ndolo:** On a point of order, Mr. Speaker, Sir.

**Mr. Speaker:** I hope it is not on that!

**Mr. Ndolo:** No, Mr. Speaker, Sir. It is a different point of order.

**Mr. Speaker:** What is it?

**Mr. Ndolo:** Mr. Speaker, Sir, I have been insulted by Mr. Ndile when he was sitting down there. He insulted my mother, which is very bad. I was insulted in front of hon. Members who are here now.

**Mr. Speaker:** Order! What am I learning? Will you, please, sit down! Sit down, please! What am I learning here?

Mr. Ndolo, you rise above that! In the court of public opinion, if you ignore the insulter, you are greater!

*(Applause)*

And the insulter, who has perpetuated it, will be haunted by the insult.

Next Order!

## COMMITTEE OF SUPPLY

*(Order for Committee read being  
the Twelfth Allotted Day)*

## MOTION

THAT MR. SPEAKER DO NOW

## LEAVE THE CHAIR

Vote 13 - Ministry of Roads and Public Works

*(The Minister for Roads and  
Public Works on 9.8.2005)*

*(Resumption of Debate  
interrupted on 9.8.2005)*

**Mr. Sungu:** On a point of order, Mr. Speaker, Sir.

**Mr. Speaker:** Is it on this Vote?

**Mr. Sungu:** Mr. Speaker, Sir, I really want to support your sentiments. I am really concerned about the dignity of this House. That is because some hon. Members are bent on dragging us where they belong and yet, we believe that we are honourable.

Mr. Speaker, Sir, your leniency is understandable. But I would like you to, at least, give a warning because that is not right.

**Mr. Speaker:** Order, hon. Members! Sometimes, you forget the following facts:-

1. That, you are hon. Members.

2. That, we are all grown ups.

3. That, this is an open fora.

4. That, your children sit in the galleries.

5. That, this debate is being transmitted to all the offices of Parliament, which are manned by your own juniors.

6. That, what you say and do here, will get reported to the general public.

I hope and pray that you will consider all those facts before you say or do anything.

Now, let us proceed with the debate! Mr. Khamasi had eight minutes! He is not there and, therefore, he is deemed to have forfeited his chance.

Mr. ole Metito, please, proceed!

**Mr. ole Metito:** Thank you, Mr. Speaker, Sir, for giving me this opportunity to contribute to this very important Motion. Let me start by supporting this Motion. I would like to state that this is a very important Ministry for improving the economy of this country. Infrastructure is a very key component of development in any country. So, the Ministry of Roads and Public Works plays a very crucial and pivotal role in the development of this country.

I would like to talk about a very important road in this country. That is the Emali-Loitokitok Road. That road has a lot of economic importance both locally and regionally. Locally, that road is used by people from as far as Taita-Taveta to sell their products in Loitokitok. That road was earmarked for tarmacking very many years ago. However, not much has been done. For the people of Loitokitok to transport their perishable goods from their farms to Nairobi or Mombasa. I am talking about tomatoes, onions and other crops, that road is very important. It should be tarmacked.

A survey was done last year. I would, therefore, like to appeal to the Ministry to compensate those whose farms and houses will be demolished as a result of that survey. That needs to be done as quickly as possible because, when that survey was done, so many commercial buildings were earmarked for demolition. It is causing a lot of fear to the people of Loitokitok. This is because people who want to expand their farms cannot do so right now since beacons have been erected inside their farms. They are waiting for the Government to compensate them so that they can carry out re-allocations, if need be. So, I would like to appeal to the Ministry that the compensation it is going to award should be based on the survey that was done. It should also be done as soon as possible.

Mr. Speaker, Sir, I kindly appeal to the Ministry that following the survey of this road, a lot



of people's businesses are going to be interrupted especially along Kimana Centre. Actually, half of the centre is going to be demolished. So, I appeal to the Ministry to consider reducing the width of this road especially from Kimana to Loitokitok Town in order to save most of the buildings that are earmarked for demolition. This is going to cause a lot of losses to the people of that area. If possible, the Ministry can carry out this survey in other areas and reduce the width of the road in Kimana in order to minimise the losses that the people of this area will incur.

Mr. Speaker, Sir, my hon. colleagues have talked about the District Roads Committees (DRCs). I would wish to say that DRCs need to be a bit accountable because there is no accountability as far as they are concerned. The only process whereby everybody is involved is during the identification of the roads to be done during DRCs meetings but, after that, you just get reports or feedback in other meetings that a certain road has been done without actually informing the public through their leaders, detailing the exact cost of that work. So, it is the concern of everyone of us here that the DRCs need to be more accountable when doing those roads at the district level. This is why we had asked the Minister for Roads and Public Works to bring amendments to the Kenya Roads Board Act. This would ensure that the district roads funds go to the Constituency Development Fund (CDF) committees so that hon. Members in their respective constituencies, can actually show more accountability, fairness and openness in this very important exercise.

However, I would like to support this very important Vote. I would appeal to the Government to allocate more funds to this Ministry because it is a service Ministry. If this Ministry is allocated inadequate funds, we may not achieve our development goals as a country that we have always been talking about. In support of this Vote, I would want to reiterate my appeal to the Minister for Roads and Public Works to consider reducing the width of the Emali-Loitokitok Road especially at Kimana in order to save the damage that would be inflicted on the property of those people.

Mr. Speaker, Sir, finally, I would also want the Minister for Roads and Public Works to inform my constituents on the commencement date of the tarmacking of this road because this is the third year the NARC Government has been in power and it seems very likely to complete its five-year term without this road being done and yet it connects Kenya to Tanzania. It has been suggested previously that the Abedares will be the main donors of this project but it is taking time. I wish we would get an assurance that the tender will be awarded soon and then the work starts.

I beg to support this Vote.

**Dr. Godana:** Mr. Speaker, Sir, thank you very much for giving me the Floor. I have very brief comments to make on the Motion that is before the House. I would like to support the Motion that the Ministry should be given the money it has asked for. Therefore, my comments will be of a general nature.

Mr. Speaker, Sir, one of the best timely evolutions in our system of public expenditure distribution to the countryside was turned into a Private Members Motion in the last Parliament, which is the Constituency Development Fund (CDF). Some of us have seen how much the paltry sums, relative to the colossal figure here, can do to create rural access roads. We also welcome the development and I must congratulate the Minister and his team on this, that over the last two years, more allocations are being made for road maintenance in the districts where local and district leaders are asked to indicate their priorities. That is under the district roads allocations.

I think we are in an age of transparency and I would wish that something which was promised here by none other than the Minister for Finance in 2003, be implemented. Perhaps hon. Raila is best placed to take the lead.

*(Loud consultations)*

Mr. Speaker, Sir, please save me from some hon. Members who are conducting a parallel

Parliament!

**Mr. Speaker:** Order, Dr. Godana! Mr. Sasura, are you forgetting that we are not in a public *baraza* here?

*(Laughter)*

**Dr. Godana:** Mr. Speaker, Sir, they are just in a public *baraza* and so they want to continue with their Wajir visit.

**Mr. Speaker:** Order, Dr. Godana! I have said external matters will not come to this House.

**Dr. Godana:** Mr. Speaker, Sir, thank you very much. I am appealing to hon. Raila to take the lead in setting an example by implementing what hon. Mwiraria promised but failed. I remember asking him here whether it will not be wise for him to follow the example of Uganda where public resources allocated for development purposes, the public information procedure, as an obligatory requirement, includes publications at the public notice boards of areas concerned of how much money was allocated and how it was spent. I think it will be good that the district roads team is inspected, that for every allocation to roads within the districts, either under the constituency road kitty or under the aegis of maintenance of national or district roads, there be a publication of their accounts which will be pinned on the notice boards of the District Commissioner and his deputy officers and which will be supplied to the members of the DRCs.

Why do I say this? Much as the DRC is an innovation, we are realising that old cats do not forget old tricks. I recall a case where for a particular road concession in my area, somebody had put down 60 workers. He is not the current roads officer but a former officer. He then indicated that he had for three months paid 60 casual workers when the true fact was that he had paid half that number.

Mr. Speaker, Sir, I also recall that two years ago, I asked the same Minister to take cue from India. Some time back, when I was the Minister for Foreign Affairs, I visited India and I found women and children filling potholes. When I asked my official driver why they were doing that, I was told that Indians have a very unique system of maintaining their roads. Their system is such that even those at the lower level of the economic strata have a stake in maintaining their roads. What happens is that whenever there are small potholes and cracks developing on roads, tenders of very minimal amounts of money will be issued only within the locality. Those who get the tenders are allowed to use any kind of labour that they have, including their family labour, to fill the potholes.

Mr. Speaker, Sir, the major undoing of roads maintenance in our country has been the existence of cartels belonging to major road constructors. Many of these constructors belong to a particular subgroup in this country - I do not mean to be racist. The net result has been that people have made colossal amounts of money even when they have spent minimal sums of money relative to what was considered appropriate. You will find a road which is constructed today, and which is supposed to last for 20 years, getting dilapidated within five years. An example is the Naivasha-Mai Mahiu-Narok Road. This road is a big contrast to the Nanyuki-Isiolo Road which was constructed about 30 years ago and yet it has never been redone. That road was completed in the early 1970s by the National Youth Service and the Ministry of Roads and Public Works under the supervision of Italian engineers who were on secondment to this Government. We have other examples of roads which have lasted for over 30 years and are still in perfect conditions save for occasional sealing of emerging potholes. However, it is disappointing that there are roads that were done five or six years ago which have already broken down completely and need reconstruction. Definitely, that means that there is a major flaw in our system of supervision and the way we evaluate work done by contractors.

Finally, I regret that we failed to include in the Public Procurement Bill, through an amendment, that road construction has to depend on resources that have been sourced internally, that is, the resources must belong to Kenya entirely. Is it not time that, as a Government, we should

consider making certain demands? For instance, we should make it a condition that any company which is given a tender to construct a road, say, of 100 kilometres or any road which requires expenditure amounting to billions of Kenya shillings then it must be a company which is quoted in the public stock exchange and it must have a minimum of certain public shareholding. That way, we will ensure that Kenyans have a stake in every cent spent on their roads. It will also work as a guarantee that we are not just enriching a few individuals. In fact, generally, the benefit of expenditure by our taxpayers will go back to the taxpayers.

Mr. Speaker, Sir, thank you, once again.

**Mr. Leshore:** Mr. Speaker, Sir, first, I would like to thank you for the advice that you have given to senior politicians in this House. I want to echo your sentiments because the way senior politicians are taking this country is surely going to split it into two and very soon, if we are not careful, we might see bloodshed. We need to become nationalists.

Mr. Speaker, Sir, with regard to the Vote, it is very unfortunate that this year, my good friend, the Minister for Roads and Public Works forgot that the rest of Kenya exists. He only knows of Bondo and Othaya constituencies. He forgot about the road between Isiolo and Moyale; Rumuruti and Maralal; and Naivasha and Kisumu. Since I came to this Parliament, 13 years ago, we have been talking about those roads. I do not know what is happening in that Ministry. What was done to cowboy contractors? I do not know who attended the ceremony to cleanse them. Initially, we were told that there existed cowboy contractors, but now everybody seems to be very clean.

Mr. Speaker, Sir, much has been said about the poor state of roads. Now that most of us have applied to get graders for our respective constituencies, we would like to know what the Minister for Roads and Public Works is going to do in order to enable us to run those graders well.

I was not here when the Minister moved the Vote, but I expected him to talk about the new technology that is in use all over the world. I would have preferred that our engineers use the Chinese technology because the roads built using this technology are super class.

The Minister and his officials should move around the country and allocate funds equitably. We still do not understand how the Ministry allocates money to the District Roads Board. For example, my district is allocated Kshs5 million in a year while a single road in Othaya or Bondo gets Kshs3 billion. What was the rationale that was used here? I would like the Minister to start considering this nation as being one. He should not subdivide us into units.

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

**The Assistant Minister for Tourism and Wildlife (Mr. Khaniri):** Thank you, Mr. Speaker, Sir, for giving me this opportunity. At the very outset, allow me to congratulate the Minister for Roads and Public Works for the way he has been running his Ministry despite the meagre budgetary allocations during the few years he has been there.

The road sector is a very important one for our economy because many other sectors depend entirely on it to thrive. That is why it is important that when budgetary allocations are done, we should give this Ministry sufficient resources to enable them carry out whatever activities they have in plan.

*[Mr. Speaker left the Chair]*

*[Mr. Deputy Speaker took the Chair]*

Agriculture is the backbone of this economy and it entirely depends on the road network. For farmers to bring farm inputs to the farms and get their produce to the market, they need good roads. The transport sector also majorly depends on roads. In fact, without good roads, our transport sector will collapse. Tourism also heavily depends on a good road network. Early this year, I led a delegation to the USA. We were going to market the Western Circuit. A major concern during the tour was the connection of Nairobi to Western Kenya. There was a lot of hue and cry about the bad

state of the Naivasha-Nakuru Road. This has really killed the tourism we were intending to revive in Western Kenya. Therefore, it is important that this Ministry is well funded to enable them make this road motorable.

Mr. Deputy Speaker, Sir, I would like to say something about prioritisation of road projects in this country. In the past, money would be allocated for a road because of political connection. We thought that when the current Government took over, such problems would end. It is sad to note that the same problem is still being experienced. We are not basing road allocations on the economic importance of our roads. It is high time that the Roads and Public Works Minister looked into this issue and ensured that roads that are economically viable are allocated funds, which will in turn benefit the economy of this country.

Mr. Deputy Speaker, Sir, in my constituency, there is an important road, the Majengo-Hamisi-Shamakhokho Road. This road passes through a very productive area, which has very good soil. There is a lot of farming going on there. However, it is very difficult for farmers there to get their produce to the Kisumu and Kakamega markets. I want to urge the Ministry to give consideration to the Majengo-Hamisi-Shamakhokho Road, which is very important to the people of Hamisi and those of Vihiga District as a whole.

I would also like the Minister to give priority to the issue of stalled projects. We have seen the Ministry embarking on some road projects, carrying them out halfway and they stall, yet at the start of a new financial year, it goes ahead to start new projects, while those that were started earlier are not complete. A good example is the Gambogi-Serem Road project, which we were told was partly funded by the Chinese Government to the tune of 80 per cent and the Kenyan Government 20 per cent. The story we hear is that the Chinese Government gave its part of the funds and the road was constructed, at least, up to 65 per cent completion. The project stalled four years ago. This is wastage of public resources! There is no point of starting a project and abandoning it in the middle. I want to ask the Ministry to look into the issue of this road very seriously.

I want to remind the Minister that we were all very happy when he took over the leadership of the Ministry because he fought the "cowboy" contractors. The Ministry had been invested by a number of them, and as result we used to see very poor quality work being done. However, with time, that went down. I am sorry to note that the same problem is coming up. Contractors are being given contracts and doing shoddy jobs. They do work at their own pace, even when their payments are up to date. I want the Ministry to seriously look into the issue. When the contractors are given the contracts, it is important that the Ministry comes up with a policy of how they should take care of their casual workers.

This morning, as I was driving on Mbagathi Road, I saw some workers on that road working without simple equipment to protect them from inhaling dust. It is important that the Ministry comes up with a policy to ensure that once a contractor is given a contract, he takes good care of his casual workers. We are talking of things like construction boots, gloves and all other basic equipment that would prevent workers from inhaling dust.

Last but not least, I want to talk about Serem-Shamakhokho-Kipsigat Road, which is an ongoing project. This is a project that we have been waiting for, for many years. We are happy that the Ministry has finally gone to the site and work is going on very well. We are happy with the quality of the work that the contractor is doing. I want to assure the Minister that I was at the site and he is doing a good job. However, the only complaint we have is related to compensation of people, whose properties were destroyed in order to pave way for the construction of the road. We know there are those people who had built their houses on road reserves. However, there are some genuine people who had built houses on their land, but owing to the road design, the contractor had to use some people's private land. There are no offices there where people can enquire about compensation of their properties, which were demolished. I want to urge the Ministry to look into this issue very seriously and see how it can compensate those people whose property was damaged.

Finally, I want to talk about the Naivasha-Nakuru-Eldoret Road. Many of my colleagues

have talked about this road. We know it is one of the major highways of this country. However, it is in a very bad state. I want to urge the Ministry, although it is doing something about it between Naivasha and Nakuru, to allocate some funds to it so that it is constructed all the way to Eldoret. The problems experienced on this road are as a result of poor maintenance. The Ministry has a maintenance unit which, I must say, Kenyans are not happy with. The officers in the unit must pull up their socks because it is pointless to construct good roads, spend our taxpayers' money on them and fail to maintain them.

I beg to support.

**Maj-Gen. Nkaiserry:** Thank you, Mr. Deputy Speaker, Sir, for giving me this opportunity to contribute to this important Vote. After looking at the Vote of this Ministry, I was very surprised because the allocation seems to be peanuts to me. The Ministry has an allocation of Kshs5 billion, yet we have a lot to do. The Government should have allocated more money to this Ministry. The main reason I am saying this is because when you look at the main roads of this country, for instance, the one which runs from Mombasa to Busia, three quarters of it is in shambles, yet it is a feeder road into our country. The Kshs5 billion is not enough to maintain that road, let alone other roads. Therefore, budgeting was not properly done.

Roads in the major estates of our major towns, as much as we may say fall under the municipalities or town councils, should be taken care of by the Ministry. When you drive in an estate like South C, you will not think that you are in Nairobi. The roads in that area are in shambles. I do not know how we can consolidate the services offered to our citizens by putting them under one umbrella. This Ministry is not prioritising the issue of roads maintenance.

I am glad to have served the country for 32 years. During that time, I travelled quite a lot in this country. This Ministry does not know which security roads must be taken into consideration. They do not know anything about security and we must take that into consideration. In fact, we cannot defend this country today because we do not have serviceable airstrips, for example, in Eastern Province.

**The Assistant Minister for Local Government (Mr. Tarus):** On a point of order, Mr. Deputy Speaker, Sir. Is it in order for the hon. Member to insinuate that this country does not have the capacity to defend itself?

**Mr. Deputy Speaker:** I fail to understand that point of order because the hon. Member is speaking in the context of road network.

**Maj-Gen. Nkaiserry:** Mr. Deputy Speaker, Sir, maybe the hon. Member does not know what security entails. If you must move your troops, you must have good roads. If you want to land your troops in a particular area or to rescue them, you must have serviceable airstrips. This is what I am referring to. We need to maintain roads in areas which lie along international borders for obvious reasons. This is a critical issue. In my constituency, we have a road which runs from Bisil to Torosei on the Tanzanian border. That road has never been considered as a security road. It is important that such roads are classified as security roads so that little money can be put aside for their maintenance. Similarly, the Kajiado-Mashuru-Loitokitok Road should be taken over by the Ministry because the Kshs5 million which we give to constituencies is not enough to put up and maintain bridges and the culverts on that road.

Mr. Deputy Speaker, Sir, our main trunk road from Mombasa to Busia is in patches. That is a good "image" road. A lot of economy is accrued from that road, but the section of that road from Sultan Hamud to Athi River requires a facelift. The same also applies to the section of that road between here and Mai Mahiu, up to Busia. That road needs serious maintenance. The road between Isiolo and Moyale is a very important one for our country. Southern Ethiopia would like to do business at the port of Mombasa. How do we do business with them if we do not have a good road? We have a lot of economic activities around Mt. Kilimanjaro where we grow beans, maize, potatoes and onions, but how do we transport them?

How do we transport tourists to Amboseli if the Emali-Amboseli-Loitokitok Road is not

done? That road has been in the Budget ever since I came to this Parliament. Every time the Government says it has budgeted for this road to be done. Where is this money? These are critical issues which we must fulfil. When you look at the Kitale-Lodwar Road, Southern Sudan is just opening up. The Government needs to open up those areas so that our country can benefit from the economy of Southern Sudan. These are the critical issues that the Ministry should be targeting.

Do we have an airstrip in Kibish? Is it maintained? Do we know where Kibish is? There are the things which we want this Ministry to know so that when our country is threatened, we are able to transport troops to the affected areas and secure our people. Roads are put in place for economic and security purposes. These are issues the Ministry needs to address.

Mr. Deputy Speaker, Sir, Kajiado is a very large district. I know that the Minister has travelled in this area. Why does the Ministry not try to do something about the Bisil-Torosei-Kajiado-Mashuru-Loitokitok Road?

In the whole of Kajiado District apart from Amboseli which should be a KWS airstrip, we do not have any other airstrip. We need an airstrip in Namanga, Neto which is on the boarder of Tanzania and Torosei. We may not need an airstrip here in Kajiado because it is close to the JKIA, but we need an airstrip in that area because it is an expansive district. You do not need an airstrip only for the sake of tourism. You need to airlift your people when they are sick. If Ministers want to visit such areas, they can be transported there by helicopters and see the people.

Unfortunately, ever since this Government came to power none of the Ministers has ever been to Kajiado. I welcome the Minister to come and visit Kajiado. If this Ministry intends to ensure security of airstrips, roads and our economic arteries, then we can say that this Ministry should be allocated more money.

With those remarks, I support.

**The Minister for Finance** (Mr. Mwiraria): Mr. Deputy Speaker, Sir, I stand to support this Vote and to give a little information where I believe some is needed. It is true that a few of the hon. Members who have spoken this afternoon have referred to what we give to roads as meagre resources, peanuts and inadequate resources. Let us put what we are giving to the Ministry of Roads and Public Works in its proper perspective. In this year's Budget I gave that Ministry an increase of over 44 per cent over the previous year which was the highest increase than any other Ministry. I did this in appreciation of the fact that infrastructure which includes roads, water and electricity is an essential component of any development in a country.

Mr. Deputy Speaker, Sir, I think it is important that we look at what resources are available to Kenya and how we are using them before we become critical of what is being done. In Development Estimates alone this year we expect the Ministry of Roads and Public Works to spend Kshs17.5 billion. That will be a lion's share of the Development budget of the whole country. I do not want to appear to be defending my colleagues, but I really wonder what roads have been selected politically. If that was the case, the Ministry would be doing a road for me because I am the Minister for Finance. I am sure when the Minister stands up here---

**Ms. Abdalla:** Address the Chair!

**The Minister for Finance** (Mr. Mwiraria): I have already addressed the Chair. Maybe the young lady who is new in Parliament, who only came here after I had been here for 10 years should have known that I have never been accused of lack of etiquette during my days in Parliament.

Mr. Deputy Speaker, Sir, I would like to give my colleague a few suggestions with regard to the issue of roads in this country. I will privately discuss with him a few roads I may want done in Meru District because, as a Cabinet Minister, I do not come to this House to shop.

The state of roads in this country is appalling because we have neglected the culture of maintenance. Roads in this country are just built and left to deteriorate. We neglect our roads to the extent that potholes develop. In some areas, tarmacked roads are just ripped off and they quickly deteriorate to dust roads. I would really like to urge the Minister to introduce a system of maintenance, which ensures that every road is maintained regularly, particularly the tarmac roads. A

tarmac road with potholes is worse than a murrum road because of the damage it causes to vehicles which pass through it.

Mr. Deputy Speaker, Sir, I do not want to appear to be preaching to the converted. The biggest problem in Kenya today is the lack of proper drainage systems on our roads. Many roads in this country have no proper drainage systems or the people whose land is neighbouring most roads block water so that it flows on the road. This is an issue that deserves attention. As we look at our roads, particularly the tarmacked ones, I would like to suggest that we transfer the maintenance of these roads from the provincial capitals to the districts where the people who use them work and live.

Mr. Deputy Speaker, Sir, the other point I would like to make is that as a developing nation, we need to assist in the establishment of Kenyan contractors. With the new Procurement Bill which this House recently passed, I hope that the Ministry will be in a position to assist upcoming Kenyan contractors get strong by offering them jobs. In the near future, we need to have international Kenyan contractors. We can only achieve that if we offer them encouragement right here. Contractors from China and Korea build roads in other countries in the world because they have established expertise and technical know-how in this area. They are also in a position to manufacture road construction equipment. Our ambition, as a developing nation, should be to follow the same route. However, I just want to add a rider that as we embark on these developments, let us get the local contractors to do the local jobs. I do not want, for instance, to go to Kericho and find that the local contractor constructing the road there comes from Meru District. I want to see a situation where the local people in Kericho and in each district are encouraged so that we really develop expertise throughout the country. This will make the issue of roads development an easier job for all of us.

Mr. Deputy Speaker, Sir, finally, I agree with those hon. Members who have said that priority should be given to roads which will enhance and stimulate economic development. These are roads such as the ones mentioned by Maj-Gen. Nkaisserry, who has just walked out of the Chambers. One such road is the Isiolo-Moyale Road. We should be grateful we have part of the money to do that road. About 145 kilometres will be worked on immediately because the money is available from the African Development Bank (ADB). We are sourcing funds to make sure that the whole road is done. Equally, I agree that a road like the one from Loitokitok to Emali is critical just as is the road from Garissa to Modogashe and Wajir. We are sourcing for funds to make sure that these roads are done. However, attention should also be given to roads in high rainfall areas where there is good agricultural production.

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

**Mr. Poghiso:** Thank you, Mr. Deputy Speaker, Sir, for giving me this opportunity to make a few comments on the Vote of the Ministry of Roads and Public Works.

One can only say these things so many times. Every time this Vote is brought before this House, like any other Vote, we end up commenting on the same issues time and again. I would expect that this Ministry has a collection of the same comments, which we are repeating today. I keep saying that this ritual called the Budget process needs to be re-looked afresh because we say these things to human beings who seem to understand. I follow in the footsteps of my colleagues who have spoken before me.

Mr. Deputy Speaker, Sir, first, I would like to take issue with what the Minister for Finance has spoken about; development of talent and contractors in the regions. I would rather he should have said that we should have, for instance, contractors from Meru District working on roads in West Pokot Constituency and *vice-versa*. We should not balkanise the nation and think so myopically.

Mr. Deputy Speaker, Sir, this country can boast of having well trained engineers. In fact, when they are offered contracts to build roads in other countries, they perform so well. Unfortunately, when it comes to the local set up, these contractors inflate prices because they want

to make quick money. That is our problem. We are not conscious of the resources that are given to contractors and other suppliers. In fact, every one wants a big cut. It is no longer an issue of whether people are trained and prepared to work. It is an issue of ethics and culture. We just do not have a working culture. I normally drive through the Nakuru-Kabarnet Road and I have noticed that the section between Kabarak and Kambi Ya Moto is always under construction. The contractors are either removing one layer or putting another layer. They have been doing that for so long. One wonders if it is the soil which is refusing to co-operate or hold together or these are just engineering problems. We lack a working culture. Until we change that culture, we can vote billions of shillings for this Ministry or any other Ministry, but it will not make any impact unless we change that culture. So, even when I decree these things, certain hon. Members just seem to be comparing the condition of roads which are around urban centres. Unfortunately, no one seems to think about the periphery of this country where I come from. I am fortunate in that when I drive from one part of my constituency to the other, I have to drive through another country. So, I have an opportunity to see the condition of roads in the other country. It is so difficult for me to drive from Kapenguria to Alale in my constituency. I have to go through Uganda. There is a murrum road that has been classified, but it has never been done. A distance of 200 kilometres takes me seven hours to drive. But when I go through Uganda, I cut that distance by half. It is a very shameful thing. When I was growing up, murrum roads were good. The same engineers and the designs are there! What is happening? There used to be maintenance centres everywhere, and our roads were definitely maintained. I am not even asking to be given a tarmac road because that is for the Government to do. They will need a Constitution to be written. Fortunately for us, as we go round the country campaigning for the Referendum, we have to drive around the country and see a lot. Our road network is in tatters and bad shape. I expect the Minister and his team to take another retreat and re-think. They should take aerial pictures and see what is happening.

Mr. Deputy Speaker, Sir, I would like to hear the Minister declare some sections of our roads unfit for human transport. I have in mind the section between Naivasha and Nakuru and the section passing through Burnt Forest. They should be declared unfit for human passage. They should put up a big warning board there reading: "You are driving at your own risk!" By doing that, we will find other ways of navigating this country. It is good to come clean on such issues. I would like to see some kind of standardization in the Ministry of Roads and Public Works. For example, if you look at the paint marking the lanes on the roads, there must be some standards. It is white today but tomorrow, it is not there! So, it is white-wash and not paint. Could someone say: "This is the standard paint and you cannot paint without using this quality of paint on the road?" If you find somebody using paint which does not meet that standard, you disqualify him or her. How come we cannot see a cross-section of a road when they start building? They should agree on the foundation and structures and if they are not followed, refuse to certify such a road. How come we are not doing that in this country? What is the point of asking for more money, if we are not going to change the way we work?

Mr. Deputy Speaker, Sir, I would like to, in the last minutes of my time, say that, for all Governments that have come and gone, it is unfortunate that pastoralists are deemed not to need roads. Why? They wonder: "Why give them roads? Their roads are used by cows and goats more than motor vehicles!" They are good for goats and cows as well. In fact, the goats you see on tarmac roads are very healthy. They need those roads. We are asking for those roads because we are Kenyans. We are taxpayers and we need to be considered as Kenyans. What is this business of always thinking about the centre? They ask: "Where does the Minister or the Permanent Secretary want us to put this or that road?" Let us think about our people! My constituency borders Uganda. Those roads should be international roads! The roads that connect Kacheliba to Moroto and Mbale should be classified as "B" and "C", and not "D" and "E" as they are now. They are international roads. But because they exist in the periphery, nobody thinks about them. Could the people in the provincial and district offices rescue the so-called marginalised areas? Let there be tarmac roads and



we will build on them.

Mr. Deputy Speaker, Sir, we need a gravelling unit for West Pokot; fully established and funded. Let us also standardise the construction of roads. I propose that, even when we use the Constituencies Development Fund (CDF) money to build schools, there should be standards. That way, I can say: "This school looks like the one that was built using CDF money" They do that in Uganda. There are specific iron sheet gauges. That way, when I buy them, I will be knowing that another hon. Member bought them. They are strong iron sheets. Let me build even one classroom well. So, I am appealing to the Ministry to consider, very seriously, the roads in Kacheliba Constituency, which are in a very bad shape. Just send a little money and some people to do that. Right now, the grading is very bad.

With those few remarks, I beg to support.

**Mr. Ogur:** Thank you very much, Mr. Deputy Speaker, Sir. I just want to tell this House what I know they already know. They know the road from Rodi Kopany to Karungu Bay is very bad. They know it! Why have you not been there? It is because there is no road for you to pass. That road was done a few years ago, but it is now very bad. The money that was "eaten" was more than the money which would have made that road to last about ten years. I would like to tell the Minister: "Please, if you have not been to Rodi Kopany and Karungu, may you go and see how that road is!" It is too bad! It should not even be re-carpeted. It is bad! It should just be re-done. If you leave Kisumu, going to Migori up to Sirare, you will think that you have reached Nyatike. It is down the lake. You cannot reach down the lake without a road. You cannot fly because there is no airstrip! You cannot go by ship because the one ship that used to go to Karungu Bay was stopped. So, what do you want the people of Nyatike to do to you? You take money in form of tax from them and just keep quiet. Why do you do that? Return our money! We will, probably, try to use hoes to make the bad roads that we are worth of, if that is what you think!

Mr. Deputy Speaker, Sir, let me say a little "thank you" for the road from Migori to Muhuru. But if you look at the bridge, you can fall very easily from either side. There is not a single bar to stop one from falling into the water. Not even one to stop a cyclist. Do you need a budget to erect bars at a bridge, so that I can support this Motion?

Mr. Deputy Speaker, Sir, let me make one genuine request. There is an island in my constituency called Aneko Island. There is a small branch of River Migori which cuts off Aneko Island from the main Nyatike Constituency. There is a lake on one side and the other side is River Kuja. The small bridge joining the people of Aneko Island--- Could you not even construct a bridge using wood, if buying iron bars is too much for your Budget? The Ministry cannot make that small bridge! The other road is from Masara. It cuts across Macalda Gold Mine down to the central part of Kadem to Karungu, joining the people of Gwasssi. It is a big road, but it is very muddy when it rains and very dusty when it is dry. The other road is from Wath Ong'er, connecting my constituency with that of Mr. Ojode. I cannot reach Mr. Ojode's constituency. There is no way I can meet hon. Ojode in his constituency because there is no road connecting my constituency to his. So, I have to come to Nairobi to meet him, because the Ministry has ignored that Road B210 joining my constituency to Ndhwa up to Homa Bay.

Mr. Deputy Speaker, Sir, there is also another very important road, from Trans Mara to Muhuru Bay along the Kenya-Tanzania border. It also goes along the lakeshore to Budalangi. If that road was constructed to murrum standards, if the Ministry cannot tarmack it, we would be very happy. Even tourists would come there. But the Ministry has made it impossible for the tourists to visit us. Why do you keep us in the dark like this? Why have you ignored us and yet you take our taxes? We need these roads to be made for us to feel comfortable and happy like the rest of Kenyans.

Mr. Deputy Speaker, Sir, if I asked for a bridge to be made, is that a big deal? Just a bridge! Even a simple all-weather road? Is that a big cut from your whole cake?

*(The Minister for Immigration and  
Registration of Persons (Mrs. Kilimo) was  
applauded as she walked into the Chamber)*

**Mr. Deputy Speaker:** Order, Mr. Ogur! I will stop you from contributing!

**Mr. Ogur:** Sorry, Mr. Deputy Speaker, Sir, I was distracted.

Mr. Deputy Speaker, Sir, there is no way you can go to a place without talking about roads. Whenever we talk about roads, we are very serious. Some people do not take us seriously when we talk about an all-weather road. But we are talking for our people. The road I am talking about is from Trans Mara to Muhuru Bay along the lakeshore up to Budalangi. We are talking about reality. This road will connect a number of constituencies and Nyatike is at the end. So, I wanted work on this road to start during my time. The road I am talking about will also help improve security along the border.

Mr. Deputy Speaker, Sir, what should I do to be heard by the Ministry; about the things I have talked about? A small bridge at Alego Island to connect my constituency with the others was locked out. They only come here with a manual showing the roads they have already identified. So, why do I have to talk here about a road which has not been allocated money, and yet, the Ministry is taking money to the Provincial Headquarters? What is that money for? That money should be taken to the district level so that we can sit and prioritise accordingly. I would recommend to the Ministry to consider taking the money to the district level. Relocating the money from the province to the district is not difficult. If a Minister can proclaim in a public meeting that he will buy new aeroplanes to transport *miraa* from one corner of the country to another, why not do the same for the roads? If it is that easy to do things, why not do the same for the roads? Why can those who are good at making road-side declarations not make similar announcements on the roads sector? We would be very happy, although we would not change our minds about anything else.

With those remarks, I beg to support.

**Mr. Wario:** Asante sana, Bw. Naibu Spika, kwa kunipa nafasi nizungumze juu ya Hoja iliyo mbele yetu.

Tulipoenda mapumzikoni, nilijaribu kwenda kwenye mji unaoitwa Kaniki. Lakini huwezi kufika mji huo kwa anga, barabara na hata njia ya maji. Nilituma ujumbe wananchi waje kwa miguu kilomita 45 waje wanione katika mji wa Bura. Leo, nina furaha Waziri yuko hapa, Katibu wa Kudumu yuko hapa pamoja na wahandisi wote wa barabara. Mji wa Kaniki katika Bura Constituency haufikiki kwa ndege wala kwa barabara.

Bw. Naibu Spika, kuboreshwa kwa uchumi wa nchi, au vitega uchumi kama vile utalii, kilimo, elimu, afya, usalama, utafiti na mambo haya yote hutegemea ubora ama maendeleo ya miundo msingi haswa barabara. Kama hatuna barabara, Kenya isijigambe kutoa usalama kwa watu wake ama kuboresha hali ya uchumi wa nchi hii. Kama hatuna barabara, hali ya elimu, haswa katika sehemu kame, itazidi kudorora vibaya zaidi kuliko vile ilivyo sasa.

**Mr. Ojaamong:** On a point of order, Mr. Deputy Speaker, Sir. When we went on recess, there were certain contentious issues which were supposed to be resolved before we embark on the debate on this Vote. I want to find out if those issues have been addressed.

**Mr. Deputy Speaker:** Mr. Ojaamong, you are completely out of order for interrupting the Member! Unless the Member has said something that you think is out of order to warrant your interruption, you cannot do that.

**Mr. Wario:** Asante, Bw. Naibu Spika. Huyo mwenzangu Mbunge ananipotezea wakati wangu.

Bw. Naibu Spika, kuboreshwa kwa uchumi wa nchi au huduma yoyote muhimu kwa mwananchi kokote katika nchi ya Kenya kunategemea barabara ama muundo msingi bora. Tusipokuwa na muundo msingi au barabara nzuri inavyostahili, nchi hii isijigambe kutoa usalama ama hakikisho la chakula kwa wananchi wake, wala isijigambe kutoa elimu kama inavyojigamba

sasa; eti tunatoa elimu ya bure. Elimu ya bure itafikaje Kaniki kama hakuna barabara? Walimu na vifaa watafikaje huko?

Bw. Naibu Spika, nimemsikia Waziri wa Fedha akisema kwamba alichangia, wakati huu, asilimia 44 ya Bajeti kwenda kwa hii Wizara. Ningemwambia si bora sisi Wakenya tukae na tungojee mkono wake yeye kama Waziri; akifurahi atupatie na akiwa na hasira atunyime! Tunataka Bunge liwezeshwe kuamua ni sehemu gani ambayo inastahili kupewa pesa nyingi na ni gani haifai. Isiwe ni mtu binafsi kutoa pesa akitaka na kupunguza akitaka.

Bw. Naibu Spika, wanawake, watoto na vijana kutoka sehemu kame walitembea kilomita 100 kuelimisha taifa hili na ulimwengu mzima kwa msafara ulioitwa "The Great Trek of Northern Kenya."

Bw. Naibu Spika, miaka iliyopita tulitembea kilomita 100 ili kuelimisha ulemwengu juu ya umuhimu wa barabara inayounganisha Kenya na Ethiopia. Leo nilimshika Waziri wa Fedha akisema kwamba Serikali itaweka lami kilomita 145 za hiyo barabara. Lakini, nina hofu kwa sababu kila mara tumeambiwa mambo haya. Ahadi hii imekuwa hekaya za Abunuasi; haswa wakati huu ambapo kuna kura juu ya Katiba mpya, ni vigumu kujua ukweli uko wapi.

Maombi yangu ni kuhakikisha kwamba pesa zilizotengewa barabara hiyo zimetumiwa vizuri. Kule Bura kuna miujiza. Nina furaha kwa sababu kiongozi wa shughuli za Serikali Bungeni yuko hapa. Huyu Makamu wa Rais alikuja Bura na tulimpeleka hadi kwenye daraja lililobomoka. Alituhidi kwamba akifika hapa Nairobi, atashughulikia hilo jambo. Sijui kama Nairobi imekuwa mbali, hivi kwamba mpaka hajafika! Hadi leo, daraja hili halijarekebishwa.

**The Vice-President, Minister for Home Affairs** (Mr. Awori): Jambo la nidhamu, Bw. Naibu Spika. Mhe. Wario anasema kwamba nilihidi kwamba nikifika Nairobi, mambo yote yatakuwa barabara. Lakini nilimuahidi kwamba nitapeleka ujumbe huo kwa Waziri wa Barabara na Ujenzi. Nilipeleka ujumbe huo na akiangalia katika Makadirio ya mwaka huu, kuna pesa ambazo zimetengewa sehemu hiyo. Lililobaki ni kutekeleza ujenzi huo.

**Mr. Wario:** Bw. Naibu Spika, hiyo ni barabara ya Hola-Bura. Lakini, lile daraja ninalolizungumzia bado halijatengenezwa. Hata hivyo, ninamshukuru Makamu wa Rais.

Bw. Naibu Spika, kuna matatizo mengi kule Bura. Kuna vijana wa Huduma kwa Taifa ambao wanapewa mafunzo kule Bura. Wao walianzisha ujenzi wa barabara miaka 78 iliyopita, lakini kufikia leo hawajajenga hata kilomita 150. Vijana hao wakiweka lami kwa barabara kilomita moja, kule walikoanzia, kilomita moja huwa inabomoka. Kama ningeambiwa nitoe cheti kwa vijana wale ninegwaambia wameanguka ingawa sikusomea taaluma ya uhandisi. Ni heri wasiendelee na shughuli hiyo, kwa sababu hawana manufaa.

Bw. Naibu wa Spika, kila mara nimesema kwamba sheria na sera ya Serikali ni bubu, chongo na kiziwi, isiyoona, kusikia, wala kusema juu ya haki za jamii za wafugaji. Sehemu wanakoishi wafugaji ni bora kwa shughuli za utalii na pia kunapatikana madini ya aina mbalimbali. Iwapo kungekuwa na barabara nzuri katika sehemu kame, aibu ya Serikali ya NARC ingeondolewa, kwa sababu nafasi za kazi kwa vijana wa nchi hii zingepatikana. Iwapo Serikali inataka kutekeleza ahadi ya kuwaajiri vijana nusu milioni kila mwaka, ingefaa sehemu kame za Kenya zishughulikiwe.

Mimi ninashangaa kama ni kazi ya Wizara ya Barabara na Ujenzi kukarabati uwanja wa ndege. Ninajua mtaniuliza ni mara ngapi ndege hutua kwetu. Kila mwaka, ndege hutua kwetu mara moja. Hata mara nyingine hazionekani. Lakini katika kila nchi kuna matukio mbalimbali ya dharura ambayo yanahitaji matumizi ya ndege. Ni kama Wizara hii imesahau jukumu lake la kukarabati viwanja vya ndege. Leo ningependa kuwakumbusha kwamba viwanja vya ndege vya Bura na Garsen vinahitaji ukarabati. Nina hofu kwamba hivyo viwanja vinaweza kusabibisha ajali wakati wowote. Ningependa Wizara iangalie viwanja hivyo.

Kwa hayo, ninaunga Hoja hii mkono.

**Cap. Nakitare:** On a point of order, Mr. Deputy Speaker, Sir. I would like to seek the indulgence of the Chair to guide this House, because this Motion was postponed because we did not have the correct tabulation in the books of accounts. We do not have any document to refer to while

discussing this Motion. Could we get your guidance on this matter?

**Mr. Deputy Speaker:** You all know that this debate started at 3.30 p.m., and we only have about four to five minutes before the Mover is called upon to reply. I would like the hon. Minister for Roads and Public Works to respond to the points of order raised by Mr. Ojaamong and Capt. Nakitare, when he rises to reply.

They sought to know the position of the figures that you undertook to go and have corrected. I am sure you can address that matter in your reply. For now, I have only five minutes left, which I will give to Mr. Ndwiga.

**The Minister for Co-operative Development and Marketing (Mr. Ndwiga):** Mr. Deputy Speaker, Sir, I will try to condense what I have to say in five minutes.

First, at the outset, I support this Motion, that the Ministry of Roads and Public Works should be given funds. I have listened very keenly to the hon. Members' contributions, and they have all concurred that the money allocated to this Ministry is not enough. We have not touched on the real issue. The real issue in this Ministry is not the amount of money allocated to it, but the utilisation of the little money which is there.

In some of the areas from where we come, roads are deteriorating. It is true that the road network is very bad in the country. Roads are deteriorating because even the little money which is availed for the districts and constituencies is not being utilised properly. I know the Chair also comes from the province I come from and he knows that it is one of the provinces with the worst road network in the country. This is because of lack of proper utilisation of funds in that province.

I want to give an example and I hope the Minister for Roads and Public Works will listen to me. In Embu District, last year we did not have tractors. One tractor was towed to Nairobi for repairs in June last year but, to date, it has not been repaired. The other tractor was malfunctioning for over five months. If you check the records of the district roads funds allocated to Embu District, you will notice that these funds have only been spent on fuel. We do not need Deloitte and Touche to figure out that somebody is misappropriating these funds. If we have no tractors who is consuming these funds?

Mr. Deputy Speaker, Sir, we have situations where contracts are given and then the Ministry itself does the work. I would give an example of a road in my constituency; the Kairuri-Kiriari Road. A contract for the construction of that road was given out, but the Ministry of Roads and Public Works did the work. I know this is a serious allegation and I hope the Ministry will address it.

The other one is Mutunduri-Manyatta-Kianjokoma Road whose contract was given but the work was done using the tractors from the Ministry of Roads and Public Works. So, therefore, one wonders what is going on. It does not take a genius to find out who owns the companies which are contracted.

Mr. Deputy Speaker, Sir, while appreciating that we need to empower all contractors in the country, funds voted in this House for specific districts belong to those districts. The only way to alleviate poverty is to allow funds to circulate in the districts. Most hon. Members have said before, and I am also saying it, that funds voted for DRCs and other projects must circulate in the districts. We have cartels in this Ministry, at the district and provincial level, particularly in Eastern Province, who wait for funds to be voted here, and they channel them to their own companies, and they never get transferred. I have seen officers overstaying in some districts for many years. In fact, some of them have business on the ground.

Mr. Deputy Speaker, Sir, for example, before the previous Permanent Secretary was transferred from the Ministry, some officers were transferred from the provincial headquarters, but two days later they were all back. Two days later, the cartel was back in place. These are things that we have informed the Ministry officials about, but nothing has been done.

Mr. Deputy Speaker, Sir, we have officers on the ground who seem to be more powerful than the Minister. These issues should be addressed. We can sing here about the poor state of our

roads until Jesus comes back but, as long as we have corrupt officers on the ground who are misappropriating money that is voted by this House, we will never have good roads. As long as there is no discipline in the Ministry on the ground, our roads will never improve. They will continue to deteriorate. We will continue allocating money to the District Roads Committees (DRCs), but our roads will never improve.

With those few remarks, I beg to support.

**Mr. Deputy Speaker:** I now call upon the Minister to reply.

**The Minister for Roads and Public Works** (Mr. Raila): Mr. Deputy Speaker, Sir, I would like to donate five minutes of my time to hon. ole Ntimama.

**The Minister of State, Office of the President** (Mr. ole Ntimama): Mr. Deputy Speaker, Sir, I have to condense what I wanted to say today because of the short time that I have. However, I am grateful to the Minister for giving me these few minutes.

It is true that infrastructure, especially the road network, is one of the very fundamental issues for a developing country like ours. Road networks should be constructed in areas where there are resources. If you construct roads in areas where there are no resources, the economy cannot grow. I have been sufficiently long in this House and I have always talked about the road from Narok, Mau Narok to Nakuru. Research has found out that Narok District is the biggest wheat and barley producer in Kenya. It is now going to lead in the production of potatoes. We send a lot of livestock for slaughter in all the local markets and we also produce vegetables. The road in this area has been impossible. It looks like a cattle track. Lorries cannot move. If anybody ventures to hire his lorry to transport goods on that road, he will charge the farmers five to six times the normal fee.

Mr. Deputy Speaker, Sir, I want to talk about tourism. The road to Kericho does not go up to the Mara. If the road from Narok was developed to the Mara into Trans Mara, Isebania to Tanzania, then the tourism sector would improve. At the moment, there is no business in tourism. The air charters have taken over the tourism industry. People who used to operate Nissans and *matatus* to take tourists to the Mara have been eliminated completely. They have lost business and have sold all their vehicles. The wheat which is being harvested in Narok District today is totally marooned. We cannot get to Nakuru or Nairobi. The Siabei-Tipis Road, which traverses the wheat growing areas is now impassable. I cannot even use my four wheel vehicle to go home. Unless the Siabei-Tipis Road is repaired, we cannot get the wheat out and the fertilizers and the seeds in. Is this more marginalisation for the already marginalised Maasais or is it an extension of the marginalisation? I want to say very clearly that we need help.

With those few remarks, I beg to support.

**The Minister for Roads and Public Works** (Mr. Raila): Mr. Deputy Speaker, Sir, let me begin my thanking the hon. Members for making very valuable contributions to the debate on this Vote.

In my endeavour to inform the hon. Members on how the Fuel Levy Fund will be distributed, I prepared a draft proposal of what would most likely be submitted by the Ministry to the Kenya Roads Board for approval. The information that I gave here was purely for the information of the hon. Members. In accordance with the Kenya Roads Board Act, 1999, the fuel levy funds are allocated by the Board to various agencies in accordance with the criteria already set by the Act. In making its approval, the Board is guided by the Annual Public Roadworks Programme (APRP) which is submitted by the executing agencies.

I would like to inform the hon. Members that this process is still going on. After the Board has approved the APRP, it will be forwarded to me for approval and, thereafter, countersigned by the Minister for Finance. I wish to assure the hon. Members that their concerns on this matter have been taken into account. In this regard, I have discussed the allocations of the Fuel Levy Fund with the Departmental Committee on Energy, Communications and Public Works to its satisfaction. As soon as the APRP is approved as required by the law, I will table the Fuel Levy budget in the House. In view of this, I would like to basically seek the indulgence of the hon. Members to wait

until I table the final document in the House.

Mr. Deputy Speaker, Sir, having said that, I would like to respond to the concerns raised by hon. Members on 9th August, 2005, and also today. One of the issues is the involvement of the National Youth Service (NYS) in road construction. I would like to inform the House that I will initiate discussions between my Ministry and other relevant Ministries with a view to involving the NYS and the military personnel in road construction. The second issue relates to the use of concrete in road construction. Already, the Ministry has adopted this technology and intends to utilise it on Mbagathi Road in Nairobi. The construction works have already started. The third issue relates to the road maintenance camps. The road maintenance camps and resealing units have been revived. The fourth issue is concession. The studies on concessioning were completed and concessioning of specific links of the northern corridor were found viable. The Attorney-General has been consulted and he is making the necessary amendments to accommodate concessioning of roads in Kenya. We hope that some of those amendments will be included in the Miscellaneous (Amendments) Bill.

Mr. Deputy Speaker, Sir, on donor funding, I have made efforts to approach donors to fund maintenance and development of roads in all parts of the country. For instance, I have recently approached the Iranian Government to fund roads in North Eastern Province; that is Garissa-Modogashe-Wajir Road. I have also approached the World Bank to fund roads in Turkana; that is, Kapenguria-Lodwar-Lokichoggio-Sudan Road. In Coast Province under the auspices of the World Bank, the Nordic Development Fund is funding the rehabilitation of Maji ya Chumvi-Miritini Road at a total cost of Kshs2.3 billion. The contractor has already been identified and we are waiting for a no-objection letter from the World Bank so that we can appoint the contractor. In Western Province, the KFW has been approached to fund the Roads 2000 Programme. In Coast Province, the Danish International Development Agency (DANIDA) has just wound up on the Roads 2000 Programme.

On the Motion by Mr. Kimeto, the Ministry has already forwarded to and discussed with the Departmental Committee on Energy, Communications and Public Works on the amendments to the Motion by Mr. Kimeto for consideration under the Miscellaneous (Amendments) Bill.

Mr. Deputy Speaker, Sir, on the itemised Budget, Kshs2,062,000,000 on page 201 of the Development Printed Estimates is for stalled projects which are listed in the District Budget from page 116 to 122 of the Districts Allocations Budget, 2005/2006, and for construction of the Vice-President's official residence. An amount of Kshs2.4 billion as shown on page 203 of the Development Printed Estimates is for the purchase of road construction equipment which comprises of 35 motor graders, 18-wheel loaders, 16 excavators, eight dozers, 32 water bowsers, 91 tippers, 18 lorries and ten prime movers. My Ministry intends to divide the country into 16 regions. This has nothing to do with the provincial boundaries. The 16 regions will be for the purposes of maintenance of roads. We have ordered the equipment I have just mentioned; from the Korean Government. It has given us a soft loan to procure this equipment. The equipment is going to be situated at 16 strategic locations for purposes of maintenance countrywide.

Mr. Deputy Speaker, Sir, the Kshs610 million on page 205 on the Printed Estimates is for Wote-Makindu Road. It is itemised on page 155 of the district budget. Equally, Kshs436 million shown on page 205 on the Printed Development Estimates is for the Emali-Loitokitok Road. It is itemised on page 115 of the district budget. These two projects are funded by BADEA. The Wote-Makindu Road project has already been awarded and the contractor has already moved on site. We are waiting for a no-objection letter from BADEA to appoint a contractor for the Emali-Loitokitok Road.

Mr. Deputy Speaker, Sir, on funds allocated to local authorities, the Kenya Roads Board (KRB) continues to disburse funds to local authorities as stipulated in the Road Maintenance Levy Act. A total of Kshs894,432,000 is proposed to be disbursed this financial year. A detailed schedule of allocations is as per the annex.

On the issue of the weighbridges, the concerns of hon. Members with regard to congestion at weighbridges will be taken into account as we continue rehabilitating the Northern Corridor

Transport Improvement Project. I need to point out that we are working very closely with other agencies. Hon. Members would have noted that, only last week, some officials of the Ministry together with police officers were arraigned in court charged with offences committed at weighbridges. We hope that in so doing, we will introduce discipline at the weighbridges and thus reduce unnecessary congestion.

Mr. Deputy Speaker, Sir, on the issue of bumps, the Ministry will continue enforcing the use of standard bumps. The construction of bumps is mostly done upon requests by local leaders, including hon. Members. Road signs have been installed and I appeal to hon. Members to educate members of the public to desist from vandalising them. It makes no sense that we put them there and *wananchi* take them for decoration purposes.

On the issue of regional roads, it is the Ministry's policy to improve roads linking the country with its neighbours. Examples of regional roads currently under consideration for improvement are the Namanga-Arusha, Kibwezi-Kitui-Mwingi-Maua-Isiolo-Moyale, Makutano-Lodwar-Lokichoggio-Juba, Isiolo-Moyale, Mombasa-Busia and Mombasa-Malaba.

Mr. Deputy Speaker, Sir, on the road projects implemented in the financial year to date, from the last financial year, a total of 38 road projects have been procured and are in various stages of implementation. The number of projects procured are as follows:-

Nairobi Province, 4; Central Province, 7; Nyanza Province, 5; Rift Valley Province, 7; Western Province, 6 and Eastern Province, 9.

An hon. Member raised the issue of allocations to Vihiga District. Vihiga District has been allocated Kshs81,614,777 for completion of Vihiga District Hospital. The district headquarters has been completed and is operational. The Stand-Kisa-Khumusalaba-Emututswi Road is earmarked for maintenance.

Mr. Deputy Speaker, Sir, the design for improvement to bitumen standard of Ebuyangu-Ekero Road is being finalised by consultants. However, Kshs60 million has been allocated this financial year for gravelling.

On Maai Mahiu-Naivasha-Lanet Road, the contractor for this road is already on site and has commenced works from the Maai Mahiu end. He will soon commence works from Gilgil to Naivasha. I have given the contractor instructions to move on site with speed to set up camp at Gilgil to maintain the portion between Gilgil and Nakuru.

Mr. Deputy Speaker, Sir, on the Maai Mahiu-Narok Road, the design for the road is complete and the rehabilitation contract will be procured soonest.

On grading rates, every district procures its own rates for grading. The rates vary from district to district and the Ministry is working on harmonization of all maintenance activities rates to act as a guide. They cannot be uniform because in some places, raw materials are very far away while they are easily available in other places.

Mr. Deputy Speaker, Sir, on the Narok-Mau Narok Road, this road has been earmarked for completion. During this financial year, Kshs40 million has been allocated for it.

On the issue of the Ministry and the Kenya Roads Board personnel, they are all appointed competitively and on merit. The Minister has nothing to do with them. He only appoints members of the Board as proposed by the stakeholders. This is a Board where the Minister has no room for manoeuvre; to appoint his friends or relatives.

The construction of the Wote-Makindu Road is being financed by OPEC, BADEA and the Government of Kenya at a cost of Kshs1.8 billion. This is, therefore, a Government project whose beneficiaries are the people of Kenya. Construction of the following roads in Nyandarua District have

been completed: Magumu-Njabini, Naivasha-Kirima and Ndunyu Njeru roads. The BADEA, OPEC and the Government of Kenya are financing the construction of the Ndundori-Ol Kalou-Njabini Road. The credit indicated in last year's Budget was not realised. However, the development partners have had discussions with the Ministry and the Treasury, and a credit agreement is

expected to be signed in the course of this year. The funds allocated for these roads will, therefore, be reflected in the Supplementary Estimates, 2005/2006.

Mr. Deputy Speaker, Sir, the rehabilitation of roads in Nairobi has been funded as shown below: Huruma Road and Huruma Services Road, Kshs42 million; rehabilitation of Embakasi Road and Embakasi Village, Kshs59.2 million; rehabilitation of Donholm main road, Kshs49 million; rehabilitation of Digo, Meru and Murang'a roads, Kshs47.6 million; Macharia Road, Kshs41.9 million; Muhoho and ole Shapara avenues, Kshs70.8 million; Eastleigh, Second Avenue, Third, Seventh and 15th Streets, Kshs92 million; Hamza and Dr. Krapft roads, Kshs36.6 million; Garden Estate Road, and Ridgeways Road, Kigwa Lane and Kigwa Road, Kshs32 million. This totals to Kshs505.4 million.

In conclusion, the Ministry has continued to inform this House and the public at large that it requires a minimum of Kshs120 billion to bring all roads to maintainable standards, after which it will require additional Kshs15 billion annually to maintain the road network. The Ministry receives Kshs12 billion only, from the Development Budget and Kshs9.1 billion from the Roads Maintenance Fuel Levy Fund.

Mr. Deputy Speaker, Sir, I wish to refer to some of the remarks made this afternoon by other contributors regarding the contractors.

As a matter of policy, we try to encourage local contractors to engage in the business of construction. We are in the process of carrying out registration of contractors countrywide. We have set up a proper system of evaluating the capacities of contractors which we are using to re-grade them into various categories.

With regard to the issue of "cowboy contractors", I would like to state that when we came to the Ministry, we found what you could call nothing but chaos, in the sense that there was a cartel that had organised itself, which was holding the Ministry to ransom. We have introduced proper procedures of appointment of contractors in the Ministry. I have also given instructions that no contractor should be allowed to have more than two projects at a time.

Mr. Deputy Speaker, Sir, what used to happen in the past was that contractors were holding up jobs. Some contractors were given as many as five different projects in far-flung parts of the country, and yet they did not have the requisite capacity to complete those projects. Because of this, a number of projects were never completed on time and some contractors engaged in some under-hand means to cover up for their weaknesses in complying with contractual obligations. This has been eliminated.

Secondly, a number of contractors who were found guilty have suffered for being denied jobs for the last two and half years we have been in the Ministry. For some contractors, recommendations were made and the matter is out of our hand because it is being handled by a commission that was appointed by the President. I would, therefore, like to inform hon. Members that we are also trying to do our best to ensure that roads in urban centres are properly maintained.

Mr. Deputy Speaker, Sir, hon. Members know that roads in the urban centres are under the jurisdiction of the Ministry of Local Government. However, as the Ministry that is overall in charge of roads, we are trying to work out a system that will enable us to intervene, to ensure that the money that we give to the local authorities is dedicated to road construction and maintenance only.

We are in the process of working out a system, with the Kenya Roads Board, so that the funds which go, for instance, to the City Council of Nairobi, the municipalities of Mombasa, Kisumu, Nakuru and Eldoret, which I gazetted as sub agencies of the Department of Roads, under the Kenya Roads Board Act, are properly used for maintenance of roads. We must agree with those local authorities on the roads which are going to be maintained so that funds will not be released to them, to be lumped together with their other revenues and be used for recurrent purposes.

Mr. Deputy Speaker, Sir, we are, of course, implementing the Roads 2000 Programme, which, as you know, is a programme that is used for maintenance of roads in the rural areas. We have now worked out a system that encourages not only the involvement of local contractors



generally, but also the involvement of women in the construction of roads. A programme that has now been prepared between us and CIDA for construction of roads in Nyanza Province, provides that 30 per cent of the contractors must be women. We are trying to empower our women to get involved in this area, which has for a long time remained the exclusive domain of men only.

We also use this programme to encourage the use of manual labour in road construction. We are now looking at the possibility of contracting out certain roads to certain contractors in what is called, "The Shadow Tolling Programme", where we give out the roads to some contractors in the form of concession and pay a certain amount of money for the contractor to be fully in charge and maintain that road for a full year.

Mr. Deputy Speaker, Sir, this is a new system which has been introduced very successfully in some countries in Africa, an example being Zambia. We know that the public sector cannot be relied upon alone to continue carrying out the maintenance of roads in the country. We have just concluded the 11th Regional Conference on Labour-based Technology in which these matters were discussed.

With those remarks, I beg to move.

*(Question put and agreed to)*

*[Mr. Deputy Speaker left the Chair]*

#### IN THE COMMITTEE

*[The Temporary Deputy Chairman*

*(Mr. Ethuro) took the Chair]*

Vote 13 - Ministry of Roads  
and Public Works

**The Temporary Deputy Chairman** (Mr. Ethuro): Order, hon. Members! We are now in the Committee of the whole House.

Proceed, Mr. Minister!

**The Minister for Roads and Public Works** (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I beg to move:-

THAT, a sum not exceeding Kshs5,275,996,710 be issued from the Consolidated Fund to complete the sum necessary to meet expenditure during the year ending 30th June, 2006 in respect of:-

Vote 13 - Ministry of Roads  
and Public Works

*(Question proposed)*

#### VOTE R13 - RECURRENT EXPENDITURE

SUB-VOTE 130 - GENERAL ADMINISTRATION AND PLANNING

*(Heads 380, 381, 382, 419  
and 600 agreed to)*

*(Sub-Vote 130 agreed to)*

SUB-VOTE 132 - BUILDING AND WORKS

*(Heads 400, 401, 402, 409 and 413 agreed to)*

*(Sub-Vote 132 agreed to)*

SUB-VOTE 133 - OTHER SERVICES

*(Heads 399, 505, 506 and 507 agreed to)*

*(Sub-Vote 133 agreed to)*

SUB-VOTE 136 - ROADS

*(Heads 384, 386, 392, 393, 482  
and 483 agreed to)*

*(Sub-Vote 136 agreed to)*

*(Vote R13 agreed to)*

VOTE D13 - DEVELOPMENT  
EXPENDITURE

SUB-VOTE 132 - BUILDING AND WORKS

*(Heads 400, 402 and 413 agreed to)*

*(Sub-Vote 132 agreed to)*

SUB-VOTE 133 - OTHER SERVICES

*(Heads 399, 505, 506 and 507 agreed to)*

*(Sub-Vote 133 agreed to)*

SUB-VOTE 136 - ROADS

*(Heads 384, 385, 488 and 489 agreed to)*

*(Sub-Vote 136 agreed to)*

*(Vote D13 agreed to)*

*(Question put and agreed to)*

*(Resolution to be reported without amendment)*

*(The House resumed)*

*[The Temporary Deputy Speaker  
(Mr. Poghisio) in the Chair]*

## REPORT

### Vote 13 - Ministry of Roads and Public Works

**Mr. Ethuro:** Mr. Temporary Deputy Speaker, Sir, I am directed to report that the Committee of Supply has considered the Resolution that a sum not exceeding Kshs5,275,996,710 be issued from the Consolidated Fund to complete the sum necessary to meet expenditure during the year ending 30th June, 2006 in respect of Vote 13 - Ministry of Roads and Public Works, and has approved the same without amendment.

**The Minister for Roads and Public Works** (Mr. Raila): Mr. Temporary Deputy Speaker, Sir, I beg to move that the House doth agree with the Committee in the said Resolution.

**The Assistant Minister for Roads and Public Works** (Eng. Toro) seconded.

*(Question proposed)*

**Mr. Sungu:** Mr. Temporary Deputy Speaker, Sir, I wish to congratulate the Minister for the passing of the very good Vote for the roads sector by Parliament. But, I do hope that this Ministry will be given more money in time, so that our roads which are in a bad state, can be repaired and the economy can move on.

I beg to support.

**Mr. Ethuro:** Mr. Temporary Deputy Speaker, Sir, I also wish to congratulate the Minister for getting the Vote passed. However, in future, the Ministry should take priority in terms of Arid and Semi-Arid Lands (ASALs) security roads and the bridges. At the moment, the road between Pokot and Turkana is impassable because of lack of a bridge. I hope the Minister will look into it as a matter of priority.

**The Assistant Minister for Regional Development Authorities** (Mr. Odoyo): Mr. Temporary Deputy Speaker, Sir, I wish to add my voice in congratulating the very transparent and committed manner in which the Minister for Roads and Public Works has performed the task of bringing his budget to this House.

The Minister has shown us the way forward and I wish all the other Ministries could undergo a similar process. I hope that the budget will be implemented and no money will be returned to the Treasury.

*(Question put and agreed to)*

*(Applause)*

## ADJOURNMENT

**The Temporary Deputy Speaker** (Mr. Poghisio): Hon. Members, there being no other business, the House stands adjourned until tomorrow, 12th October, 2005, at 9.00 a.m. The House rose at 5.45 p.m.