

# NATIONAL ASSEMBLY

## OFFICIAL REPORT

Tuesday, 22nd July, 1997

The House met at 2.30 p.m.

*[Mr. Speaker in the Chair]*

## PRAYERS

## NOTICE OF MOTION

### RE-ENACTMENT OF AFFILIATION ACT

**Mr. Ruhii:** Mr. Speaker, Sir, I beg to give notice of the following Motion:-  
THAT, in view of the fact that single disabled mothers and their children are experiencing extreme hardship and untold suffering, and realising that the children of single disabled mothers have a right to proper care, protection, health and education; this House urges the Government to urgently re-enact the Affiliation Act to compel prodigal fathers of children of single disabled women to maintain and educate the same children.

## ORAL ANSWERS TO QUESTIONS

### *Question No. 211*

#### ARREST OF LATE KINYUA'S KILLERS

**Bishop Kimani** asked a Minister of State, Office of the President if he could inform the House whether the killer(s) of the late Mr. Jumbo Kongora Kinyua of Wendo farm in Bahati Location Nakuru North has/have been arrested and charged.

**The Assistant Minister, Office of the President** (Mr. Awori): Mr. Speaker, Sir, I beg to reply. No arrests have been made so far.

**Bishop Kimani:** Mr. Speaker, Sir, the Assistant Minister is trying to evade answering the Question because this man was killed in someone's compound. The police of Bahati arrested a lady married to a policeman whom they suspected to have killed this man. After a few days---

**Mr. Speaker:** Order, Bishop Kimani! If you really know the story, then why do you ask about the same thing? Ask him questions.

**Bishop Kimani:** Mr. Speaker, Sir, could the Assistant Minister tell this House the name of the woman who was arrested by the Bahati Police Station? Why was she later released?

**Mr. Awori:** Mr. Speaker, Sir, this old man was found about 200 metres away from a gate of a lady by the name of Anna Wambura. She was suspected of having been involved in the killing. Investigations were carried out and she was found to be innocent and was subsequently released.

**Mr. Nthenge:** Mr. Speaker, Sir, can the Assistant Minister tell the House whether he does not think that since that lady had influence on the police, she was not interrogated properly to the extent of being kept in custody longer?

**Mr. Awori:** Mr. Speaker, Sir, I have no information that this lady had any influence on the police. The only reason why she was arrested is simply because in the past, she had a quarrel with the deceased.

**Bishop Kimani:** Mr. Speaker, Sir, could the Assistant Minister tell this house why it has taken too long to arrest those who committed this murder?

**Mr. Awori:** Mr. Speaker, Sir, it is because we have not found any evidence, and although investigations have continued, we have not managed to pin anything on anybody.

### *Question No.543*

## ADMISSION TO MEDICAL TRAINING COLLEGES

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

- (a) when the selection for the 1997 students of the Kenya Medical College will be done;
- (b) if he could table the list indicating the quotas for each District for the years 1996 and 1997; and,
- (c) whether he could table the list of candidates forwarded by the Medical Officer of Health, Nandi District, for consideration for admission to the Medical Training Colleges this year (1997).

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

- (a) The process of selecting candidates interviewed in 1997 is almost being completed. Letters for selected candidates will be sent out.
- (b) I am unable to list the quotas for each district as no such quotas exists.
- (c) There was no list of candidates forwarded by the Medical Officer of Health (MOH) of Nandi for consideration for entry to the Medical Training Colleges (MTCs) this year.

**Mr. Sambu:** Mr. Speaker, Sir, in reply to part "c", the Assistant Minister says that there was no list of candidates forwarded by the MOH, Nandi, for consideration for entry into the Medical Training Colleges in 1997. The young people of Nandi were interviewed and they wasted their time going to Kapsabet using their meagre resources. We need the nurses. How are they going to select candidates from Nandi District if there was no list forwarded from Kapsabet?

**Mr. Criticos:** Mr. Speaker, Sir, this was a very specific Question. We are referring to the MOH of Nandi. I did not say anything about the selection process that was taking place for people to enter into the Kenya Medical Training College.

**Mr. Anyona:** Mr. Speaker, Sir, I think the Assistant Minister is trying to run away from the Question. First of all, he says that there was no such thing as quota system and yet we know that this Government operates on a quota system in every sector of the Government departments. Secondly, he says that there was no list sent from Nandi district. Is this Assistant Minister aware that the reason for that is because, after names have been sent from the provinces and districts, when they reach the MTC, then the "vultures" come, and it is he or she who pays the highest bid that gets admitted. I am told the minimum that one has to pay in order to get a place is Kshs50,000.

*(Applause)*

**Mr. Criticos:** Mr. Speaker, Sir, I must categorically deny there was any money given for anyone to have a place.

**An hon. Member:** How do you know?

**Mr. Moiben:** Mr. Speaker, Sir, can the Assistant Minister assure this House that the selection of students entry into the Kenya Medical Training Colleges is rationalised by apportioning quotas to every area? As the situation is, it is likely that candidates from only one zone can end up going to the colleges.

**An hon. Member:** Which zone?

**Mr. Moiben:** Mr. Speaker, Sir, any zone as per the Director.

**Mr. Criticos:** Mr. Speaker, Sir, could the hon. Member repeat his question? I did not hear him.

**Mr. Moiben:** Mr. Speaker, Sir, could the Assistant Minister assure this House that selection of students to enter the Kenya Medical Training Colleges is done on a quota system? We want this intake to be properly rationalised.

**Mr. Criticos:** Mr. Speaker, Sir, I have been informed the by the Director, Mr. Boit, that the quota system cannot work. This is because the MTCs offer different programmes. Programmes like clinical medicine, environmental health and nursing admit about 200 students from all over the country each year, and intake from each district in the country would be about three students. Yet other programmes, like dental technology and orthopaedic courses, admit up to 10 students per class yearly. In this case we cannot use the quota system.

**Mr. Nyagah:** Mr. Speaker, Sir, we have been very critical of the MTC. Two years ago there were only four Nandis in this college. I do not need to mention the people who join this college. Could the Assistant Minister produce a list of all the candidates who were admitted into the college in 1996/96 since he now says that the quota system does not work. Lastly, I request him to get rid of this man who has been unable to run the MTC.

**Mr. Criticos:** Mr. Speaker, Sir, I have no problem with tabling a list of candidates from all the districts. However, in this particular Question we are referring to Nandi District. However, I do have a list of all the people

who were interviewed in different days for diploma and certificate courses. For diploma courses, 223 candidates were interviewed from Nandi District while for certificate courses 458 candidates were interviewed from the District.

**Mr. Sambu:** Mr. Speaker, Sir, the Assistant Minister is misleading the House. He said that he had no list of candidates from Nandi District, but now he has given the number of candidates interviewed from the District. How could he know the numbers if there was no list of candidates from Nandi District? Who does this selection and where does he do it?

**Mr. Criticos:** Mr. Speaker, Sir, let me clarify that interviewing and quota system are two different things. Interviews are done on various days in various hospitals, and these interview days are announced in advance through the Press.

*Question No.263*

DIVISION OF COUNTY COUNCILS' ASSETS

**Mr. R.K. Mungai** asked the Minister for Local Government whether he could inform the House as to when he intends to constitute a commission for the division of assets and liabilities of Murang'a and Maragwa County Councils.

**The Assistant Minister for Local Government** (Mr. Kamuren): Mr. Speaker, Sir, I beg to reply.

Maragwa County Council has not been legally established. It is only after its establishment that a commission can be constituted to divide the assets and liabilities between the two councils. Maragwa County Council will be constituted when the Provincial Administration resolves the issue of boundaries and district headquarters of the new district.

**Mr. R.K. Mungai:** Mr. Speaker, Sir, is the Assistant Minister aware that this delay in establishing the county council is denying the people of Maragwa the development which they so much need? Could he tell this House when the County Council of Maragwa will be established? Is it this year or next year? We are suffering and we need development. I would like the Assistant Minister to be more categorical than saying---

**Mr. Speaker:** Very well, Mr. Mungai! Do not repeat yourself!

**Mr. Kamuren:** Mr. Speaker, Sir, it is true that delays have taken place in new county councils, where we need development more than ever before. But the point is that it is only after the Provincial Administration has resolved the boundary issue for the new district that we will be able to divide the assets and liabilities between the two county councils.

**Mr. Michuki:** Mr. Speaker, Sir, given that Murang'a County Council, even now when it controls the undivided assets, is incapable of paying its own workers, and has accumulated salary arrears of eight months, could the Assistant Minister confirm or deny that the so-called new districts are so economically unviable that they will impoverish their areas rather than improve their economies?

**Mr. Kamuren:** Mr. Speaker, Sir, I cannot confirm that because the new districts that have been created in this country have given a lot of assistance to wananchi in the form of closer administration.

**Mr. Michuki:** On a point of order, Mr. Speaker, Sir. Is it in order for the Assistant Minister to ignore the economic aspect of the new districts? I did not ask about administrative advantages, which are meant to benefit KANU politically. I am asking about the economy of the areas concerned.

**Mr. Speaker:** That is not a point of order!

**Mr. Ndicho:** Mr. Speaker, Sir, we are getting lost through the Assistant Minister's answer. First, he said that Maragwa County Council will be established once the Provincial Administration has established boundaries. My question is this: While waiting for the boundaries between Murang'a and Maragwa Districts to be drawn up, what has he done about the division of the Assets and liabilities between Murang'a and Thika Districts? He has not solved this problem and now there is another district in between!

**Mr. Kamuren:** Mr. Speaker, Sir, nothing has been done because we are waiting for the Provincial Administration to complete its work. After this, the assets and liabilities will be divided and each of the two county councils, Murang'a and Maragwa, will get its own share of the same.

**Mr. Mwaura:** Mr. Speaker, Sir, could the Assistant Minister tell the House whether it is the Provincial Administration or the Electoral Commission which is responsible for drawing up the boundaries?

**Mr. Kamuren:** Mr. Speaker, Sir, it is the Provincial Administration.

**Mr. P.N. Ndwigwa:** Mr. Speaker, Sir, could the Assistant Minister confirm or deny that part of the problems encountered in these new districts arose because they were established without first forming a commission to give a report as to their availability? This is the same problem that Runyenjees Municipality faces. This is really nonsense. Could the Assistant Minister confirm or deny that first we ought to have a commission established to go on the

ground and establish boundaries and all these other factors before these "political" districts were established.

**Mr. Kamuren:** Mr. Speaker, Sir, the Question is separate from the issue of appointing commissions.

**Mr. Speaker:** Next Question!

*Question No.039*

INSTALLATION OF STD FACILITY AT MAGWE

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

(a) whether he is aware that Kagwe in Lari Constituency has no Subscribers Trunk Dialling telephone services; and,

(b) if the answer to "a" above is in the affirmative, what immediate plans does he have to instal this facility for ease of communication.

**Mr. Speaker:** Is there anybody from the Ministry of Transport and Communications? We will come back to the Question later on. Next Question!

*Question No.347*

DISTRIBUTION OF PETROLEUM LEVY FUND

**Mr. Sifuna** asked the Minister for Public Works and Housing:-

(a) how much money was collected from Road Petroleum Levy Fund during the 1995/96 Financial year; and,

(b) how much did each province get and what was the criteria for distributing these funds.

**Mr. Speaker:** Where is the Minister for Public Works and Housing?

**Mr. Obwocha:** On a point of order, Mr. Speaker, Sir. The Minister for Public Works and Housing is just sitting here consulting the "Maasai elder".

**The Assistant Minister for Home Affairs and National Heritage** (Mr. Mutiso): On a point of order, Mr. Speaker, Sir. Do we have a Maasai elder here or we have hon. Members?

**Mr. Speaker:** Order! Order, Members! I think I have said on many occasions that we have only hon. Members in this House. I see nothing strange with the hon. ole Ntimama. He is Mr. Ntimama and not a Maasai elder.

**The Minister for Public Work and Housing** (Prof. Ng'eno): Mr. Speaker, Sir, one of my Assistant Ministers is preparing to answer that Question.

**Mr. Farah:** On a point of order, Mr. Speaker, Sir. The Minister is supposed to sort out his problems in his own office. He cannot bring here an Assistant Minister to represent his Ministry.

Is it in order for him to tell us that his Assistant Minister is preparing to answer the Question when this Question was filed, maybe, some six months to one year ago?

**The Minister for Public Works and Housing** (Prof. Ng'eno): Mr. Speaker, Sir, in my Ministry we like every hon. Member who has been given the opportunity to serve as Minister, to discharge his responsibilities. It could be wrong for me to usurp all the functions of the Ministry. I am very sure of this. If they can bear with me, the answer will be coming very shortly.

**Dr. Kituyi:** On a point of order, Mr. Speaker, Sir. In any Ministry the buck must stop at the Minister's table. Is it in order for this Minister who has never answered a Question in this Seventh Parliament to now start claiming that the distribution of responsibility excludes him from answering Questions? Why is he a Minister?

**Mr. Speaker:** Order! I think I will wait for a while but, of course, it is ultimately the---

**Hon. Members:** On a point of order, Mr. Speaker, Sir!

**Mr. Speaker:** Order! Members are very excited today. What is the matter? The ultimate responsibility of answering a Question falls on a Minister.

*Question No.530*

GRAVELLING OF ROADS IN NDARAGWA

**Mr. Speaker:** Mr. Mwangi Gichuki is not present. Next Question!

*Question No.252*

FINANCIAL SUPPORT TO MIGORI  
YOUTH POLYTECHNIC

**Mr. Achola** asked the Minister for Research, Technical Training and Technology:-

(a) how much financial support has the Government given to Migori Youth Polytechnic since July, 1994; and,

(b) why have the salaries paid to the staff of this institution not been reviewed annually as stipulated in the regulations; and,

(b) what are the reasons for the declining enrolment on this institution.

**Mr. Speaker:** Is the Minister for Research, Technical Training and Technology here? We will leave the Question until the end then.

Next Question!

*Question No.195*

TRADE DISPUTE IN NATIONAL  
WATER PIPELINE CORPORATION

**Mr. Mak'Onyango** asked the Minister for Labour and Manpower Development:-

(a) could he explain to the House why it has taken the Ministry more than two years to resolve the trade dispute involving more than 1000 employees of the National Water Conservation and Pipeline Corporation over the Recognition Agreement; and,

(b) why has the suspension of many of the affected employees as well as payments due to them, been upheld by the management of the Corporation.

**The Assistant Minister for Labour and Manpower Development** (Mr. Ali): Mr. Speaker, Sir, I beg to reply.

(a) The investigations launched into the dispute are now complete. The report is being analysed and will be ready for implementation in due course.

(b) Only six employees were suspended in August 1995. However, after due consideration of the appeals, the management of the Corporation lifted the suspension in March 1996. On reinstatement, all employees were paid salary arrears accrued over the entire suspension period.

*(Mr. Mwaura crossed the Floor amid cheers)*

**Mr. Mak'Onyango:** Mr. Speaker, Sir, arising from that reply, would the Assistant Minister agree with me that it has taken close to three years for this matter to be resolved? Now, three years is a long time. The workers have lost quite a lot in terms of unrealised income.

Could the Assistant Minister assure this House then that as and when the matter is finally resolved, the workers affected will, indeed, be paid all that is due to them including increments that could have gone along with the collective agreements?

**Mr. Ali:** Mr. Speaker, Sir, yes, it is true. It took quite a long time for the dispute to be settled because of the incompetence of the officers. However, another high ranking officer has been appointed and the work is now complete. It is in the Minister's hands to finalise the recommendations.

**Mr. Mak'Onyango:** Arising from the Assistant Minister's reply that the delay was caused by the incompetence of an officer in the Ministry, could he assure this House that this incompetent officer is punished for his wrong doings and if need be, could he further assure this House that this incompetent officer will be sacked so that he does not create a situation in where workers suffer as a result of his incompetence?

**Mr. Ali:** Mr. Speaker, Sir, it is very unadministrative to announce that here, but appropriate action has been taken. As a result, a high ranking officer was appointed to handle the matter and findings will be released very soon.

**Mr. Speaker:** Mr. Gitonga, for the second time.

*Question No.039*

INSTALLATION OF STD FACILITY AT KAGWE

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

(a) whether he is aware that Kagwe in Lari Constituency has no Subscribers Trunk Dialling telephone services; and,

(b) if the answer to "a", above is in the affirmative, what immediate plans does he have to instal this facility for easy communication.

**Mr. Speaker:** Is there nobody here from the Ministry of Transport and Communications? Question is deferred.

*(Question deferred)*

**Mr. Gitonga:** On a point of order, Mr. Speaker, Sir. May I express, through you, my disgust with the Ministry of Transport and Communications because this is the fourth time that I have to ask this Question. It was similarly deferred last time because none of the Ministers from the Ministry were here. Could you, please, tell them that these Questions are very important and they should undertake to answer them?

**Mr. Speaker:** Very well. Next Question, for the second time, Mr. Lawrence Sifuna.

*Question No.347*

#### DISTRIBUTION OF PETROLEUM LEVY FUND

**Mr. Sifuna** asked the Minister for Public Works and Housing:-

(a) how much money was collected from Road Petroleum Levy Fund during the 1995/96 Financial Year; and,

(b) how much did each province get and what was the criteria used for distributing these funds.

**Mr. Ndicho:** On a point of order, Mr. Speaker, Sir. I think you are the only person who can now help this House. This is because the three of us came together, that is the Minister, his Assistant Minister and myself, and while we were discussing, Col. Kiluta, looked at the Question and said it is a very hot Question and he left.

The Minister and the Government should not take us for a ride as they are doing now. You will remember, last week, hon. Mwamzandi ran away and left somebody else here who gave the same answer. Help us!

**Mr. Speaker:** Order, hon. Ndicho! Obviously, you know that you are wrong. On that occasion, when hon. Mwamzandi was leaving, hon. Khalif was the one answering the Question and he did so. Mr. Ndicho, you must be truthful in the House, if you want to be helped.

**Mr. Wamae:** On a point of order, Mr. Speaker, Sir. Is it in order for such an important Question which involves a lot of money which will be used for construction of our roads not to be answered by the Minister for Public Works and Housing and yet he is sitting here?

**The Minister for Public Works and Housing** (Prof. Ng'eno): Mr. Speaker, Sir, I told hon. Col. Kiluta to answer the Question and he has gone to look for the answer!

**Mr. Farah:** On a point of order, Mr. Speaker, Sir. Whereas I appreciate the problems the Minister is suffering in his home ground with KANU "B", can we contend with the situation because you gave a ruling on hon. Munyi's conduct last time? This is one of the most ridiculous Ministries we have in this country. Can the Minister tell us now when he is going to have that answer because we want to have it before the end of the day?

**The Minister for Public Works and Housing** (Prof. Ng'eno): Mr. Speaker, Sir, tomorrow afternoon.

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

**Mr. Speaker:** Order! Order! I suppose the best way out is for me to defer this Question to tomorrow afternoon when it shall then be answered!

*(Question deferred)*

**Mr. Mulusya:** On a point of order, Mr. Speaker, Sir. It is going to be futile for the Chair to defer this Question up to tomorrow because a few minutes ago I was with hon. Kiluta here and he told me that he cannot come to this House until after Question Time. Is it in order to defer this Question.

**Mr. Speaker:** Order, hon. Mulusya! I do not know under what Standing Order you want to overrule me!

**Mr. Gitonga:** On a point of order, Mr. Speaker, Sir. Now that we have this problem of Ministers not answering Questions, because they deliberately refuse to come to the House so that they can answer Questions, could

the Speaker consider "naming" hon. Ministers in this House for not answering Questions?

*(Applause)*

**Mr. Speaker:** Next Question, hon. Gichuki.

*Question No.530*

GRAVELLING OF ROADS IN NDARAGWA

**Bishop Kimani:** Mr. Speaker, Sir, on behalf of Mr. Gichuki, I wish to ask Question No.530.

**Mr. Speaker:** Were you instructed? Have you got instructions?

*(Loud consultations)*

Order, hon. Members! Why I am asking hon. Bishop Kimani whether he has instructions is by the very fact that hon. Members do ask Questions that bother their constituents and, therefore, they want the Question to be properly addressed. They have certain facts which, unless released to another hon. Member, the other hon. Member may not be able to pursue the Question vigorously and to the satisfaction of the constituents. So, if you have no instruction by hon. Member to ask a Question, please, do not ask it. It is better for it to be dropped.

Maybe, the hon. Member will plead with Mr. Speaker and, if he has enough reason, to reinstate the Question and the constituents will get a justified answer and representation. So, if you do not have the instruction, just sit down. Do you?

**Bishop Kimani:** Mr. Speaker, Sir, I felt that if this Question is not asked it will be dropped. When Mr. Gichuki was preparing this Question, we were seated together. Once he asked a Question on my behalf and now I feel I should help him in this one.

**Mr. Speaker:** I decline to allow you. So, the Question is dropped.

*(Question dropped)*

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

**Mr. Speaker:** Order! Mr. Gitonga, how do you just stand up and address the House? For the second time, Mr. Owino Achola's Question.

*Question No.252*

FINANCIAL SUPPORT TO MIGORI  
YOUTH POLYTECHNIC

**Mr. Achola** asked the Minister for Research, Technical Training and Technology:-

(a) how much financial support the Government has given to Migori Youth Polytechnic since July, 1994;

(b) why have the salaries paid to the staff of this institution not been reviewed annually as stipulated in the regulation; and,

(c) what are the reasons for the declining enrolment in this institution.

**Mr. Speaker:** Is anyone here from the Ministry of Research, Technical Training and Technology?

**Mr. Achola:** On a point of order, Mr. Speaker, Sir. This is the second time I am asking this Question. The last time I asked it was 2nd of this month and the Minister was not in here to answer it. What are we going to do about it?

**Mr. Speaker:** I will direct that he be here to answer that Question tomorrow.

*(Question deferred)*

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

**Mr. Speaker:** Order! Order! Mr. Gitonga, one thing you must learn is not to stand up here and begin

addressing the House without authority. Otherwise, I will make it impossible for you to interrupt the business.  
Very well, Questions by Private Notice.

### QUESTIONS BY PRIVATE NOTICE

#### INCREASE OF TYPHOID CASES IN NAIROBI

**Mr. Murungi:** Mr. Speaker, Sir, I beg to ask the Minister for Local Government the following Question by Private Notice.

(a) Is the Minister aware that cases of typhoid have increased in all parts of Nairobi because the water is not treated?

(b) Is he further aware that the tenderer, who was awarded Kshs70 million contract to supply chlorine to Nairobi City Council, supplied chalk instead, and that soon after the payment of the Kshs70 million, the said businessman bought a new Mercedes Benz and three houses in Runda Estate?

(c) What urgent steps is the Minister taking to ensure that the said person supplies chlorine to Nairobi City Council so that the water can be treated?

**The Assistant Minister for Local Government (Mr. Kamuren):** Mr. Speaker, Sir, I beg to reply.

(a) Water consumed in Nairobi is properly treated at the three main treatment plants, namely; Ngethu, Sasumwa and Kabete plants. The treatment process include alum dosage, coagulation, flocculation, sedimentation, filtration, chlorination and PH correction.

Within the three water plants are three well equipped laboratories which check the water quality on daily basis before distribution to consumers. Secondly, water quality is monitored into distribution system for both chemical and bacteriological quality on weekly basis.

This ensures that water is properly treated and it is within WHO standards and no pathogenic bacteria have been detected.

It is unscientific to exclusively associate the alleged cases of typhoid to consumption of City Council's tap water for there are other sources which can be established, for example, personal hygiene, food handling, contaminated food and vegetables or even migration from rural to urban places.

(b) City Council' Water Treatment Plants are currently using liquid chlorine and 70 per cent powder chlorine for treatment of water. The two brand of chlorine is supplied by many suppliers as indicated below:-

1. Messrs. Fibrochem Ltd;
2. Messrs. Gemini stores and,
3. Messrs. City Water Works.

Before chlorine is used for water treatment (disinfection), it is first tested in the City Council's Water Laboratories to verify its chemical composition and strength. Payment is only made to a supplier once the chlorine supplied has been tested and found to have met specifications given by the City Council. It is, therefore, not possible for the alleged businessman to have supplied chalk and got paid.

(c) As mentioned earlier in part "a" and "b", there is enough chlorine both liquid and powder being supplied by the current supplier---

*(Loud consultations)*

**Mr. Nthenge:** On a point of order, Mr. Speaker, Sir. There is too much consultation here and we cannot hear what the Assistant Minister is saying.

**Mr. Speaker:** Order! Order, hon. Members! I think the Chair was about to complain about the way Members are consulting each other today. Let us we keep that anxiety down and go through the Questions.

**The Assistant Minister for Local Government (Mr. Kamuren):** As mentioned earlier in (a) and (b), there is enough chlorine, both liquid and powder, being supplied by the current supplier for treating water. The water, therefore, is being treated properly with the right chemical.

**The Assistant Minister for Home Affairs and National Heritage (Mr. Mutiso):** On a point of order, Mr. Speaker, Sir. Part (b) of this Question contains a very serious allegation. I listened carefully to the Assistant Minister to hear whether he would indicate in any of his answers, whether chalk was supplied instead of chlorine. Could the Questioner substantiate the fact that chalk was supplied instead of chlorine?

**Mr. Speaker:** Order, Mr. Mutiso. I think you were right to have been surprised not to hear the Minister either confirm or deny the fact that the allegations made by hon. Murungi, who is entitled to make that allegation--- It is upto the Minister to confirm or deny. He has neither confirmed nor denied. Your surprise is okay but you are



directing your question to the wrong person.

**The Assistant Minister for Home Affairs and National Heritage** (Mr. Mutiso): On a point of order, Mr. Speaker, Sir. Can the Minister then confirm or deny that fact?

**Mr. Kamuren:** Mr. Speaker, Sir, I thought I said---

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

**Mr. Speaker:** Let us first listen to the Assistant Minister's response.

**Mr. Kamuren:** Mr. Speaker, I had said in my answer to part (b) that "It is, therefore, not possible for the alleged businessman to have supplied chalk and got paid." He could not have been paid.

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

**Mr. Speaker:** Order! This is Mr. Murungi's Question and he is entitled to bring the facts to the Minister and have the first right to the Question.

**Mr. Murungi:** Mr. Speaker, Sir, it is quite clear that the answer given by the Minister is full of scientific jargon which is meant to mystify and confuse us and avoid the real issues in this particular matter. We have reliable information that a businessman called Kimani Kongo, who owns a company called Aquatec International, did supply chalk instead of chlorine to the City Commission worth Kshs70 million.

Mr. Speaker, Sir, in the *Now Magazine*, there is a profile of that businessman with a lead story on how to make millions, dated 11th May, 1997.

**Mr. Speaker:** Mr. Murungi, is that magazine an authority on how to make millions?

**Mr. Murungi:** Mr. Speaker, Sir, maybe the magazine is an authority although it does not tell the whole story on how to make millions because the millions are made from selling chalk instead of chlorine. The magazine also shows the house which he bought with the money at Runda Estate. In fact, the house is being referred to as "Heaven, the Grand home - Heaven in Runda." This story is from very reliable sources in City Hall. Mr. Kimani Kongo is a well known personality. He is the Assistant Treasury of KANU in Nairobi and he is running on a KANU ticket in Dagoretti Constituency and he has promised to spend over Kshs20 million in his campaigns. Since the Assistant Minister has not addressed this issue, and he is giving an answer which was given to him by officers in City Hall, can the Minister promise to investigate this story, given the facts that we have given him and give a comprehensive answer to this House next week? The scientific answer he gave has nothing to do with this story.

**Mr. Kamuren:** Mr. Speaker, Sir, if Mr. Kimani Kongo, whose name has been mentioned in the House, has ever supplied chalk and not chlorine, and the answer I have given here comes from the City Council Laboratory Department - they also have officers who have been dealing with water supply to consumers from the three areas which I have mentioned before this House this afternoon - I would only want to ask my friend, hon. Murungi, to come up with that paper, which he has, and justify the allegation he is making to the Ministry, and we will deal with the issue accordingly.

**Mr. Sambu:** On a point of order, Mr. Speaker, Sir. The Ministry of Local Government controls the local authorities. What is difficult for the Assistant Minister to go and consult with the City Council Treasurer and go through the accounts? It is not the labs that we are talking about but the money. He is empowered by the Local Authority Act, to go through the bank statement and verify whether the money was paid or not.

**Mr. Kamuren:** Mr. Speaker, Sir, that is a very important question in reference to this particular Question by my friend, hon. Murungi. Water in Nairobi is consumed by millions of people. From that point of view, we will go into it critically and make sure that a week from now, we will be able to come up with the answer and if need be, these particular persons assigned to do the job will be dealt with accordingly.

**Mr. Speaker:** Very well, Question deferred for a week.

*(Question deferred)*

PREVENTIVE MEASURES TO CURB  
MALARIA OUT-BREAK

**Mr. Anyona:** Mr. Speaker, Sir, I beg to ask the Minister for Health the following Question by Private Notice.

In view of the serious out-break of malaria which has killed many people in Gucha, Kisii, Nyamira, Kuria, Migori, Homa Bay, Rachuonyo, Suba, Transmara, Nandi and Uasin Gishu Districts, will the Minister inform the House:-

- (a) The number of patients who have been admitted and those who have died in each district?
- (b) The bed capacity in the district hospitals and other health facilities in each district?

(c) The amount of drugs supplied and preventive measures already undertaken to combat the out-break in each district?

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

(a) There is an upsurge of the number of malaria cases in Gucha, Kisii, Nyamira, Transmara, Nandi and Uasin Gishu districts but there is no upsurge of malaria in Kuria, Migori, Rachuonyo, Homa Bay and Suba districts.

The number of patients who have been admitted and those who have died is as follows:

**District Admissions Deaths**

Uasin Gishu 1,22229

Nandi 2,71931

Kisii 3,51639

Nyamira 2,16340

Transmara 45039

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Total 10,070178

This represents 1.75 of total admissions on fatalities.

(b) The total bed capacity in the district hospitals and other health facilities is as follows:

**District No. of Beds No. of Cots**

Uasin Gishu 990

Nandi 447

Transmara 250

Kisii & Gucha 520

Kuria 92

Migori 90

Homa Bay 550170

Rachuonyo 62

Suba 186 37

Nyamira 441 78

(c) My Ministry has enough supply of drugs for malaria and the drugs have been distributed to all of the Ministry's facilities.

**Mr. Anyona:** Mr. Speaker, Sir, I do not know why the Assistant Minister did not read the full answer that he gave to me, but it is quite clear from the answer that malaria is being used as a political weapon to fight and punish the areas that are mentioned in the Question. For instance, in part (a), he has told us that "In Kisii and Gucha, 3,516 people were admitted and we are told that there are only 510 beds. How is that possible and what is being done to solve that problem? Secondly, he said that drugs were supplied to the affected districts. We come from those areas and we know that no drugs have been supplied. He further said that mosquito nets were supplied, but they were not. Most of the---

**Mr. Criticos:** On a point of order, Mr. Speaker, Sir. I did not say that mosquito nets were supplied.

**Mr. Anyona:** Mr. Speaker, Sir, I did not hear what he said. I am saying---

**Mr. Speaker:** Order! Order, Mr. Anyona! He said that in his oral reply, which is the official reply, he has not said anything about the mosquito nets!

**Mr. Anyona:** Mr. Speaker, Sir, if he has not said anything about mosquito nets, I think you did not hear him because you were consulting. He read out the number of beds in the various health facilities in the affected districts. The answer I have here talks about mosquito nets. Why did he give me this answer? This answer states categorically that mosquito nets have been supplied. That is why I am saying that malaria is being used as a political weapon against certain parts of this country. I would like the Assistant Minister to explain what assistance, by way of cash and drugs, was given to each of the districts in order to combat this malaria upsurge? He must also specify the drugs supplied.

**Mr. Criticos:** Mr. Speaker, Sir, the drugs supplied were adequate for the district hospitals. The mosquito nets were not supplied and that is why I never mentioned anything about the supply of mosquito nets.

**Mr. Anyona:** On a point of order, Mr. Speaker, Sir. What do we do because your Office was supplied with an answer in accordance with the Standing Orders? Part of that answer reads as follows,

"In addition to drugs, the communities affected are being educated to report for treatment promptly whenever they suspect having malaria. They are also being educated on other personal protection measures. Mosquito nets are also being supplied to the districts affected".

Mr. Speaker, Sir, this is the official answer I got in accordance with the Standing Orders.

**Mr. Speaker:** Order! What I have already said, in fact, much earlier before you raised that issue, is that the official reply, of course, is the one the Minister gives orally in the House.

**Mr. Obwocha:** Thank you, Mr. Speaker, Sir. This is a very serious matter. For example, the Assistant Minister has said that in Nyamira District Hospital, 2,163 people were admitted and there are only 441 beds available in that district hospital which means if they have filled this limited capacity of beds, there are going to be five patients per bed. Could the Assistant Minister tell us the amount of drugs that were sent to Nyamira District Hospital, their value and when they were sent there because we come from the area, and although they announce even through the radio, these drugs are not there?

**Mr. Criticos:** Mr. Speaker, Sir, I do not have the list of the drugs that were supplied, but I have been informed by the various Provincial Medical Officers of Health (PMOs) and Medical Officers of Health (MOHs) that the drugs that were supplied were sufficient to combat the upsurge of malaria in the affected areas. Also, the hon. Member is aware that we cannot admit 2,163 people simultaneously. This took place from June to July, for two months, and obviously, not everybody is admitted at the same time.

**Mr. Manoti:** Thank you, Mr. Speaker, Sir. Arising from the answer given by the Assistant Minister, it is true that the beds that we have in the district hospitals are very few compared to the number of patients being admitted. Can he now establish mobile clinics in those areas affected by this upsurge of malaria?

**Mr. Criticos:** Mr. Speaker, Sir, I have been informed by my staff in the Ministry that we are controlling malaria upsurge that we have had in this month, so I do not see the need of having mobile clinics.

**Mrs. Asiyu:** Mr. Speaker, Sir, there is a belief that any person who dies in Nyanza Province dies of malaria. The Assistant Minister has told us this afternoon that no deaths were reported from Rachuonyo District and he said that there are only 62 hospital beds in Rachuonyo District. Can he now tell us, how many people, at least, in Karachuonyo have died of malaria because malaria is considered a natural death when a Luo or a person from Nyanza Province dies from it? Is this what the Assistant Minister is trying to tell us; that this is a political tool?

**Mr. Criticos:** Mr. Speaker, Sir, how can we say that this is a political tool? Do we send the malaria mosquitoes on purpose to a particular area of this country?

**Prof. Mzee:** On a point of order, Mr. Speaker, Sir. I come from an area which is highly affected by malaria. Can this Assistant Minister now confirm or deny that malaria now is a bigger killer than AIDS and unlike AIDS, malaria can be treated and can be effectively prevented?

**Mr. Speaker:** Prof. Mzee, that is not a point of order.

**Mr. Sambu:** Mr. Speaker, Sir, in his oral reply to Mr. Anyona's Question, the Assistant Minister said that there were only 31 deaths in Nandi District, when two weeks ago, the MOH in Nandi District put out a Press release clarifying that there were 44 deaths. There were 2,719 patients admitted and there are only 400 beds in Kapsabet District Hospital. Would he consider asking the tea estates, which are very rich colonial companies, to open their own hospitals so as to relieve Nandi Hills and Kapsabet District Hospitals? Could he also confirm whether deaths were 31 or 44?

**Mr. Criticos:** Mr. Speaker, Sir, the Ministry cannot instruct individuals of the various tea estates to open their own hospitals. We do encourage people to open health centres and dispensaries on Harambee basis.

**Mr. Speaker:** Order! Time up! Next Order.

## COMMITTEE OF SUPPLY

*(Order for Committee read  
being Third Allotted Day)*

## MOTION

THAT MR. SPEAKER DO NOW LEAVE THE CHAIR

Vote 13 - Ministry of Public Works and Housing

**The Minister for Public Works and Housing** (Prof. Ng'eno): Mr. Speaker, Sir, I beg to move that Mr. Speaker do now leave the Chair.

I thank you for giving me this opportunity to review my Ministry's plan and programme for 1997/98 financial year. It is my hope that the ensuing discussions will, as usual, generate useful ideas, views and information that will

help us improve services to the whole nation. It is, therefore, with pleasure that I invite constructive criticisms and contributions from the hon. Members.

Before I present my Ministry's proposals for the new financial year, I would like to give hon. Members a breakdown of the services that my Ministry renders to the nation. My Ministry is responsible for planning, designing, implementing and maintaining all classified roads and Government buildings. In addition, the Ministry also provides other essential services which include research and testing of materials, mechanical and transport operations, electrical services, inventory of Government properties and stocks, office accommodation for all Government departments, houses for Government officers, Ministers and Assistant Ministers, training of technicians for the Ministry's technical department, supply of common user-items for Government Ministries, research on building materials, stabilization of house rents through Rent Tribunal, formulation and implementation of housing policies, provision of access to sea and inland lakes, conservation and protection of land from erosion by sea and rivers. Last but not least, my Ministry also formulates policies aimed at ensuring the availability of shelter of acceptable standards at an affordable cost.

After that brief statement of my Ministry's responsibility, I now proceed to present the corresponding budgetary proposals for consideration by this House. My Ministry is listed in the Government Budget as Vote 13 and it comprises the various expenditure Sub-Votes enumerated below:-

- General Administration and Planning
- Building and Works
- Housing Development
- Roads
- Other Services.

In order to finance services under the five Sub-Votes listed above, I will require a gross total amount of K£381,863,923 for Recurrent Expenditure and K£373,514,660 for Development Expenditure respectively.

I will present proposals for Recurrent Expenditure first and then the Development Expenditure later. The first Sub-Vote under Vote R13 is Sub-Vote 130 which caters for the Ministry's General Administration and Planning Services. I am seeking the authority of this House to spend K£32,595,563 on General Administration, Planning and Supportive Services at both the Ministry's headquarters and at District and Provincial headquarters. Out of this amount, I will require K£7,716,317 for services under Head 380 namely; Headquarters Administration Services to cater for salaries and allowances of staff. Under the same Head, I anticipate to raise K£32,000 as Appropriations-in-Aid from the sale of boarded vehicles and serviceable stores.

The next expenditure under this Sub-Vote is Head 381 namely; Provincial Administration Services. For these services, I would require K£5,591,349 to cater for salaries as well as administrative services at the provincial level where district projects are monitored and evaluated. Appropriations-in-Aid amounting to K£26,000 are anticipated through the sale of tender documents and boarded and serviceable plants and equipment.

Turning now to Head 382 which is titled, District Administration Services, I seek authority to spend a sum of K£16,868,768, mainly on salaries and allowances for the staff who are managing, supervising and maintaining projects and infrastructure at the district level. I expect to realise K£225,000 as Appropriations-in-Aid (A-in-A) from the sale of boarded vehicles and equipment under this Head.

The other expenditure Head under Sub-Vote 130 is Head 419 namely; Supplies Branch. This department procures common-user-items for the Government in bulk and supplies the same to user Ministries and departments. The Government receives high discounts on bulk purchases of items through the Supplies Branch. The items so procured are then tested, verified in order to ensure conformity to desired standards. The department also processes Government term contracts and provides furniture for Government buildings. To enable me finance these services, I would require K£2,419,129. I also expect to raise a total of K£22,578 as Appropriations-in-Aid through the sale of tender documents and boarded stores in this department.

I now wish to proceed to the next Sub-Vote namely; Sub-Vote 132 which is titled, Buildings and Works. The first Head under this Sub-Vote is Head 400 representing the Architectural Department. This department designs and supervises the construction of Government buildings. It also provides professional and technical services to other Government Ministries and departments. In order to sustain these services, I would require a sum of K£1,701,729. I also anticipate to raise a sum of K£6,500 as Appropriations-in-Aid from fees table for registration of approved contracts or contractor.

The next expenditure here is under Head 401 which represents Quantities and Contracts Department. This department is responsible for both financial and contracts management on all Government buildings project. Under this Head, I am seeking authority to spend a total of K£952,100 during the year. I also expect to raise under the same Head K£50,000 as Appropriations-in-Aid from the sale of tender documents.

The other Head under this Sub-Vote is Head 402 namely; Structural Department. This department provides civil and structural engineering services to building and other specialized works, maintenance of Sea Walls, jetties and

sewerage disposal systems in Government institutions. I seek authority of this House to spend K£1,372,549 on these services throughout the year.

I also wish to seek the authority of this House to spend K£4,102,000 under Head 409 namely; Government Buildings. These funds will enable me to carry out maintenance works on Government buildings as well as meeting the cost of electricity, water and conservancy consumed in the course of providing the services. I also expect to raise K£20,000 as A-in-A from the sale of boarded items and materials, as well as surcharges arising from damage to and misuse of Government property.

The last Head in this Sub-Vote is Head 413, which represents the Electrical Department. The responsibility of this Department is to provide mechanical and electrical services in public buildings. It also maintains lifts in Government buildings, hospital equipment such as boilers, laundry and kitchen equipment, pumps and generators. I am seeking the authority of this House to spend K£1,759,402 on these services. I also expect to raise K£7,500 as A-in-A from miscellaneous receipts under this Head.

Mr. Speaker, Sir, I wish now to turn to Sub-Vote 133, namely, Other Services. The first Head under this Sub-Vote is Head 399, representing the Kenya Building Research Centre. In order to sustain services under this Head, I seek the authority of this House to spend K£299,751. These funds will be spent on the coordination, planning, documentation and implementation of information on low-cost construction materials. I also intend to raise K£91,685 as A-in-A from the sale of materials printed by the Department.

The next Head is Head 419, which caters for the Government Housing Section. This Section administers the renting and leasing of office accommodation and houses for the Government. To enable me to sustain these services, I am seeking the authority of this House to spend K£25,717,138.

Mr. Speaker, Sir, the next Head, namely, Head 505, represents Mechanical and Transport Department, which undertakes the repair and maintenance of Government vehicles, plants and equipment. In order to continue services, I seek the authority of this House to spend K£15,022,421. The Department intends to sell boarded equipments, plants and vehicles out of which I expect to raise K£200,000 as A-in-A.

I now turn to Head 506, namely, Materials Branch. This Department gives supportive services in materials research and testing for various departments of the Ministry, charged with the building and construction work. It also carries out research and testing for industrial materials in general. I seek the authority of this House to spend K£2,389,174 on these services. The Department also renders materials testing services to the public, and I anticipate to raise K£160,000 as A-in-A from those services.

Last in this Sub-Vote is Head 507, representing the Staff Training Department. This Department conducts technical courses for both pre-service and in-service trainees. The training facilities of the Department are situated in Nairobi, Kisii and Ngong. The facilities at Kisii are for training supervisors for road construction and maintenance operators using labour intensive methods. The training offered at Kisii also attracts trainees from other African countries. I seek the authority of this House to spend K£4,219,019 on this Department. During the Financial Year, the Department will also collect training levies and fees amounting to K£56,000 as A-in-A.

Mr. Speaker, Sir, I wish now to turn to Sub-Vote 134 which represents the Housing Department. Under Head 411 of this Sub-Vote, I seek the authority of this House to spend K£2,936,423 on personal emoluments, Government contribution to international organisations and other operational costs at the Department's headquarters. The funds will enable the Department to not only prepare national housing programmes and policies, but also to monitor the implementation of the same. The Department will also continue to formulate and develop human settlement policies.

The next Head under this Sub-Vote is Head 416. This Head provides housing services at the provincial level. I request the authority of this House to spend K£214,365 on services under this Head.

Last, on this Sub-Vote, is Head 423, namely, Rent Restrictions Tribunal. The Tribunal's responsibility is to facilitate stabilisation of rent, especially for the low income earners, while at the same time, ensuring that capital investments in the production of houses generate satisfactory returns to the investor. In order to sustain these services, I seek the authority of this House to spend K£588,395. In the same year, I anticipate to collect K£154,000 as A-in-A from the sale of boarded items and fees for services rendered by the Tribunal.

Last, in my Ministry's Recurrent Vote, but not in any way the least, is Sub-Vote 136 which caters for the Roads Department. The responsibility of this Department includes planning, design, construction and maintenance of all classified roads, currently totalling over 63,300 kilometres. Without doubt, roads constitute the single most important mode of transport in the country. Indeed, the development of all the other economic sectors significantly depend on an efficient road network. For this reason, the long term objective of the Government is to develop a system of all-weather roads which will facilitate access to all the key areas of agricultural and general economic production, including all market centres.

Mr. Speaker, Sir, as the Government has progressively invested large sums of money in the development of

roads every year, it is the aim of my Ministry to sustain and preserve the benefits of these investments through timely and adequate maintenance. To enable me to carry out this task, I am seeking the authority of this House to spend K£287,993,881 in the new Financial Year, out of which A-in-A totalling K£204,250,000 will be raised from the Fuel Levy and Transit Toll Charges. Also, a sum of K£10,800 in A-in-A is expected to be raised from the sale of tender documents.

These funds will enable my Ministry to implement a sustainable road maintenance programme which will include re-sealing of existing bitumen roads, re-gravelling of existing gravelled roads and grading of earth roads, routine maintenance of all classified roads and other services such as roads marking, road signs and the maintenance of ferries. These services will continue to be distributed over the country's entire road network, in order to ensure that all parts of the country benefit.

I would like to assure hon. Members that all the funds that shall accrue from both Fuel Levy and Transit Toll Charges will be utilised solely for maintenance of classified roads throughout the country, and the Ministry will fully account for the same.

Mr. Speaker, Sir, in order to help the hon. Members appreciate the extent of the utilisation of funds accruing from the Road Maintenance Levy, I would like to highlight some of the activities that were funded in the 1996/97 Financial Year.

Mr. Speaker, Sir, funds amounting to Kshs3.18 billion were spent on both routine and periodic maintenance of paved and unpaved roads, procurement of equipment for road maintenance as well as traffic toll administration, among other maintenance related activities.

Mr. Speaker, Sir, under the unpaved road programme, a total of 50 road projects were regavelled at a cost of Kshs999 million, while Kshs189 million was used for routine maintenance throughout the country in all districts.

With regard to paved roads, several resealing and recarpeting contracts were executed at a cost of Kshs1.23 billion. Works were completed on the following major road projects:-

1. Githunguri-Uplands Road
2. Eldoret-Sergoit Road
3. Kenyatta Road, Thika
4. Bombani-Terani Road
5. Marigat-Kabarnet-Kabartonjo Road
6. Kangondi-Mwingi Road

Works are still on-going on the following bitumen roads among others:-

1. Kisumu-Muhoroni Road
2. Mai-Mahiu-Maasai Mara Road
3. Ruai-Kangundo Road
4. Access to Moi University
5. Kitale-Endebess Road
6. Nakuru-Njoro-Mau Summit Road
7. Njoro-Mau Narok Road
8. Limuru-Uplands Road
9. Kapsoit-Sondu Road
10. Timboroa-Meteitei-Songo Road

Other maintenance projects for paved roads are at a tender stage.

Mr. Speaker, Sir, with regard to equipment, five supervisory vehicles were purchased and allocated to various districts in the country in the 1996/97 Financial Year. The frequency of grading unpaved roads also increased significantly in the year under review using Fuel Levy Fund. In the 1997/98 Financial Year, the Ministry has planned to spend Kshs1.7 billion from the recurrent budget on roads.

Mr. Speaker, Sir, I will now turn to the Ministry's Development Vote. There are three sub-votes under this Vote, which include Sub-Vote 132 representing Building and Works, Sub-Vote 133 representing Other Housing Services and Sub-Vote 134 representing Roads.

Mr. Speaker, Sir, I wish to take this opportunity to present my proposals for the various services ahead under each sub-vote. Under Sub-Vote 132, there are six service heads namely: Head 400 - Architectural Department, Head 402 - Structural Department and Heads 406 and 409 - Border Control Posts and Government Buildings, respectively. Last, under this Sub-Vote is Head 413 which represents the Electrical Department.

Mr. Speaker, Sir, I have already outlined the functions of each of these Departments in my review of the Ministry's proposals for the Recurrent Vote. To enable these departments carry out development responsibilities assigned to them, I am seeking the authority of this House to spend K£4,041,640 on the various services or Service Head of Sub-Vote 132. The activities that will be financed with these funds include the completion of on-going works

on Malindi sea walls Phase II, Lamu sea walls and the electrification of various Government buildings.

Mr. Speaker, Sir, Sub-Vote 133 titled "Other Services" has seven Heads catering for housing services, mechanical services, transport services, materials and Department of Staff Training. The activities expected to be implemented under this Head include construction of residential houses, payment of loans for tenant purchase housing, research on local housing, human settlement rehabilitation programme, rehabilitation of roads maintenance equipment, improvement of mechanical workshop, research on buildings and roads construction materials as well as rehabilitation and equipment of staff training institutions. To enable me carry out these activities, I am requesting the authority of this House to spend K£17,353,752.

Mr. Speaker, Sir, having highlighted afore-mentioned development programmes, I would now wish to turn to Sub-Vote 136, namely: Roads. While roads constitute the single most important mode of transportation in our country, Government efforts to upgrade and improve the roads network have largely been hampered by lack of adequate funding due to many competing financial needs from other sectors of our economy.

Mr. Speaker, Sir, since roads represent a vital input in all sectors of the economy, it is my Ministry's long-term objective to develop a road network which is consistent with the actual needs of both the economy and the social sectors of our economy. To achieve this objective, and in line with the promise I made to this august House last year, my Ministry has prepared a strategic plan which defines the policy framework within which road development and maintenance programmes will be implemented. The plan which has been approved by the Cabinet, accords the highest priority to:-

1. Preservation of part investment in the existing roads infrastructures through timely and adequate maintenance.

1. Upgrading high priority roads to gravel and bitumen standards in areas where absence of such roads poses serious bottlenecks to development.

3. Increased use of the private sector for all road maintenance works.

4. Use of labour intensive methods in works to generate employment opportunities.

5. Raising sufficient funds for road maintenance.

6. Training and retraining of our personnel to reduce the costs of road maintenance.

7. Promotion of road safety and rural employment.

Mr. Speaker, Sir, in order to enhance the above strategies, the Ministry will also embark on the implementation of The Roads 2,000 Strategy. This strategy is geared towards improvement of roads to meet maintainable standards using network approach. In this approach, a combination of human labour lines and heavy equipment will be used with great emphasis being put on human labour in order to reduce costs and maximise out-put, particularly with regard to rural agricultural roads.

Mr. Speaker, Sir, in this respect, improvement of rural agricultural roads will continue as follows:-

1. The Government, with the assistance of DANIDA will implement the Roads 2,000 Strategy in all districts of the Coast Province.

2. The Government with the assistance of the European Union, will implement the Roads 2,000 Strategy in Machakos, Makuani, Embu, Mbeere, Meru, Tharaka-Nithi and Nyambene Districts of Eastern Province at a cost of Kshs700 million. There is a possibility of extending the programme to Kitui, Mwingi and Isiolo Districts at an additional cost of Kshs300 million.

3. SIDA will assist the Government to implement the Roads 2,000 Strategy in Nyeri District and Central Province.

4. The Government with the assistance of the Netherlands is implementing minor roads programme in Kajiado, Trans Mara Uasin Gishu, Trans Nzoia, Keiyo, Marakwet and Roads 2,000 in West Pokot District of the Rift-Valley.

5. KFW Germany will support Roads 2,000 programme in Nakuru, Nandi, Kericho, Bomet and Nyamira Districts.

6. The World Bank will assist the Government to implement the Roads 2,000 strategy in Kisii, Baringo, Koibatek, Samburu and Laikipia Districts and the whole of Central Province with the exception of Nyeri.

Other donors are being approached to support this initiative in the remaining parts of the country.

Government funding of the Roads 2,000 strategy will be biased towards those districts which have donor support.

Mr. Speaker, Sir, my Ministry is also in the process of tarmacking a large number of roads which are included in my speech and which will be made available for record purposes.

Finally, I would like to take this opportunity to thank His Excellency the President for continuing to show commitment to the interests of Kenyans by leaving no stone unturned to ensure that our country continues to steer the course of peace and tranquillity; development and prosperity. Indeed, his current initiative to engage in the---

With these few remarks, I beg to move.

**The Minister for Home Affairs and National Heritage** (Mr. Ntimama): Mr. Speaker, Sir, I rise to second this Motion. I do not have very much to say on this Vote.

I want to remind my friend hon. Prof. Ng'eno, that he has got a big responsibility in his Ministry. The state of infrastructure in any country is an indication of development or non-development. Although the Narok-Mai Mahiu road is progressing very well towards Mara, we have a problem of other classified roads in the same District.

Today, Narok is the largest producer of wheat and barley in this country, but we have a problem because most of the classified roads are impassable. We have to move farm inputs such as seeds, fertilizers and also move the crops out of the farms to either Nakuru or Nairobi and it has been hard for us to move the inputs or the harvests to the market.

We have had a struggle with the District Commissioner, Narok, because he has been trying to grab the county council cess, and we do not know what he does with it. The county council, the people and the elected leaders, are asking him to tell us how much money has been used in Narok District on the classified roads. I want to tell the hon. Minister that we have no evidence at all that any money has been used on those classified roads. In fact, the cess that is being deducted from barley, wheat and some other farm produce is supposed to be used to put graders on some of the roads leading to the barley and wheat growing areas. I think, the hon. Minister and all the people in the Ministry, should understand that our people are complaining about being told many a time that most of our allocation is stuck in the Rift Valley and we do not know where in the Rift Valley and, who the Provincial Works Officer is. What we have seen is that, all the graders have broken down, the equipment is not working and around 100 to 200 people are idle in the Ministry's camp. There is nothing happening at all, and this is something that we, as the representatives of the people, cannot keep quiet about. We know what is happening and I am appealing to the hon. Minister that this time round, he should get some money to improve the feeder roads in Narok District.

For example, Narok-Maasai Mara was the other day given to a Chinese group of contractors, but it is still almost impassable. It is even a problem to the tourists, the small vehicles which go there always break down because of the rocks and bad roads. Maasai Mara is an area which earns this country a lot of money in terms of foreign exchange. Why do we not look after that road? For God's sake, we should care for that road. We know that most of the country's foreign revenue comes through tourism, and Kenya is one of the most popular tourist destinations in Africa, yet the roads leading to tourist centres like Maasai Mara, are impassable. We do not know what is happening!

Even the Airstrips in the Maasai Mara area are so poor that it is very dangerous indeed, for the pilots to land on them. Although most of the tourists prefer travelling by air than by road, the conditions at airstrips are risky.

Mr. Speaker, Sir, I want to say very clearly that Narok is a district which could produce most of the crops, but we cannot do anything because of poor infrastructure. It is also very interesting that Narok District, which produces most of the wheat, ahead of Eldoret; vegetables and other food crops, has poor infrastructural facilities. For example, people in Narok North have taken up agriculture and livestock very seriously unlike the old days when we were associated with famine and starvation. In some of our rural areas, we still have a problem of famine and starvation, but in Narok North, we cannot be associated with that because we are producing everything that is being produced in other parts of this country. We have poor roads when, at such high altitude, we experience heavy rains.

If Parliament passes this Vote, we are hoping that some money will be made available to repair and grade some of these classified roads. I can bet here that, no money has been set aside for roads in Narok District, that is why we had a struggle with the DC, because he tried to grab the county council cess. We are holding on very fast, so that we can open up those rural roads to allow trucks to bring in barley, potatoes and many other produce from the rural areas.

Mr. Speaker, Sir, I beg to second the Vote.

*(Question proposed)*

**The Assistant Minister for Tourism and Wildlife** (Mr. Kisiero): Thank you, Mr. Speaker, Sir, for giving me this chance to congratulate the Minister and his colleagues for the good work of developing this country.

Mr. Speaker, Sir, it is true that roads dictate the pace of development in any country and without roads, development cannot be achieved. Airports without roads leading to the hinterland are useless. A country can have harbours at the coast or at the lake side but if there are no feeder roads, those facilities become useless.

As hon. Ntimama has said, roads are very important in the development of tourism. Tourism is a very important component in our country's development because it brings in the highest amount of foreign exchange. With good roads, we can expect many more tourists. If the Mai-Mahiu - Maasai Mara was in good condition, we could probably double or even triple the number of tourists visiting that part of the country, which means that our Government would get more revenue and our people would also benefit. But considering the bad state in which that



road is, it is not possible to increase the number. In fact, if anything, the number could reduce because at the moment, there is what is known as "grand parents taking their grand children to visit overseas to see tourist attractions in various countries", including Kenya. You can imagine an old pair of two people from Europe or any other country overseas coming to visit our country and driving from here to Maasai Mara on those roads. I am sure they will not repeat their visit because their backs cannot support the potholes and the poor state of the roads. Therefore, I feel that if we were to get more tourists, which I am sure we can, let us do something about tourist roads, not only in Masailand, but all over the country.

I believe that it is due to the lack of good roads that tourists are not even visiting Mount Elgon where I come from. We have the best products there; we have the biggest elephants, the largest herds of buffaloes and very many other animals. We have the big Elgon Teak, other bamboos and huge caves which are lying there useless because nobody can go there to see them as a result of lack of roads. I am sure that we are all losing. We are losing foreign exchange as a result of the inability of the tourists to reach those places because of unavailability of good roads. That is why I am appealing very much that something should be done so that we may be able to get more money from tourism than we are getting at the moment. We have the best products in Kenya, the wildlife in Kenya is unbeatable. South Africans may have a few of those wildlife, but they cannot match our wildlife. However, they beat us in that they have very beautiful roads and that is probably part of the reason why tourists are attracted that way.

Mr. Speaker, Sir, the same problem of bad roads applies to urban areas. We need to have better roads so that tourists can travel comfortably around our towns. If they find the state of roads the way they are, they may not come back to Kenya, and in tourism, we depend on repeated tourists. Those who come again and again, because they are able to convince others to come.

We, in Mount Elgon, have done everything that you can think of in terms of developing the area. We have the best farmers in the whole of Western Province, if not in Kenya. We produce coffee, maize, pyrethrum, tea and potatoes. I can say that we produce nearly everything. God is on our side because we have rain throughout the year. Even now, when there is no rain in Kenya, it is raining in Mount Elgon, and it will rain throughout the year. Therefore, we are able to produce a lot of food, but there are no roads. Our people have to carry that food either on their heads or on donkeys from the top of the hills down to Chwele, Kimilili, Kamukuywa and Sirisia. This reliance on donkey economy is primitive and we cannot develop better because we cannot take our food and other produce to the market through usage of roads. So, the lack of roads in the area has kept development in Mount Elgon very backward. I am appealing to the Minister to assist us. He has been extremely good to us. He and his officials, the Permanent Secretary and others have visited Mount Elgon and they have seen the state of the roads in the area. Last year, a contract was given to someone to do some gravelling of Road D275, but the poor man stopped the work about six months ago. Although he is doing a bit of muramming, he has virtually stopped gravelling. That means we are back to square one. I am appealing to the Minister to help us. We want to join the mainstream of development in Kenya, but we cannot do it when our roads are not functioning.

Mr. Speaker, Sir, I was looking through the Development Estimates, and I am shocked and surprised that there is no road proposed for tarmacking in Mount Elgon. Whereas there are many roads in Western Province, there is nothing in Mount Elgon. I do not know why we are excluded from having tarmac roads. While all other districts have got proposals or they have tarmac roads, there is not an inch of tarmac in Mount Elgon.

**Mr. Moiben:** On a point of information, Mr. Speaker, Sir!

**Mr. Speaker:** Mr. Kisiero, will you accept a point of information from Mr. Moiben?

**The Assistant Minister for Tourism and Wildlife (Mr. Kisiero):** Yes, Mr. Speaker, Sir, he is my tribesman.

**Mr. Moiben:** Mr. Speaker, Sir, I would like to inform the hon. Member that the only district in Kenya without a single inch of tarmac road is Mount Elgon.

**The Assistant Minister for Tourism and Wildlife (Mr. Kisiero):** Mr. Speaker, Sir, I am pleading with the Minister to consider Mount Elgon as well because we have done nothing wrong. We are more KANU than anybody else in this country, but we should not be left to live in an archaic manner when the outlying districts have got too many tarmac roads while we have none.

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

**Mr. Manoti:** Thank you, Mr. Speaker, Sir. Before I say anything, I would like to take this opportunity to thank His Excellency the President for saying that work on the Kisii-Chemosit road will start before the end of this month. We have been talking about that road since 1993, but when the President came to Kisii during the Show, he promised the people of Kisii that work will start on that road. I can see the entire team of the Ministry of Public Works and Housing seated over there, and I hope by now they have awarded that tender to a competent contractor. It would be very unfortunate to talk about it again because it has been said over and over again. But we hope this will be the final word concerning this road from His Excellency the President.

Mr. Speaker, Sir, the Ministry of Public Works and Housing is a very important Ministry to the economy of

this country because if we have no roads, we cannot move. Most of our roads are very bad. This Ministry generates a lot of money from the Petroleum Levy and the Toll stations. But very little of this money can be realised anywhere. For example, in Kisii, Gucha and Nyamira, where we have got the worst roads, especially at this time, you cannot move if you do not have a four wheel vehicle. As you are aware, we grow a lot of tea in Kisii and it is almost impossible to take that tea from buying centres to the tea factories. We also have tea and coffee cess money, but we cannot differentiate between the money that comes from the Ministry of Public Works and Housing towards the maintenance and repairs of roads and the money from this account which I have just mentioned. Sometimes we have been told that this money has come from tea cess while the money has come from the Ministry of Public Works and Housing. But because we cannot differentiate the two accounts, it becomes very difficult for us to know how much the Government has given us for the maintenance of the rural access roads.

Mr. Speaker, Sir, we have less than 50 kilometres of tarmac roads in the three districts of Kisii, Nyamira and Gucha. The longer part of it was tarmacked before independence. We wonder why this part of the country is forgotten. Since the Minister, the Permanent and his entire team are here they should see that Keroka/Nyangusu Road - we have been promised that it would be tarmacked - is considered this time.

Mr. Speaker, Sir, most of the machinery and equipment used by this Ministry is very expensive to maintain. Recently, hon. Angwenyi, who is here, spent Kshs70,000 to repair a Government machine. If such machines are too old to maintain, they should be written off. It is not necessary to spend so much money in repairing out-dated machines.

In most cases, the Ministry hires private consultants. There are some jobs which are not necessary. You will find cases where private professionals are hired to prepare projects for which there is no money to implement. Since the Government does not have a lot of money, it should be very economical in the use of it. It can use its own professionals instead of spending so much money in hiring private consultants.

There is quite a number of projects, especially of houses, which were started all over the country. Quite a number of them are about 50 per cent or less done. Since no work is being done on them, it would be very economical for the Government to think of selling the housing projects to indigenous Kenyans. Those who buy them can then develop the housing projects and sell them or hire them out to needy Kenyans.

In some cases contractors are given jobs which they cannot even do. Since we have the District Focus for Rural Development Strategy, small jobs should be given to the local people in a particular district. This should be more so in the case of jobs whose value is less than Kshs10 million. You will find a big contractor going all the way to do a contract in Mombasa. This is very unfair to small contractors who reside where such projects are implemented. This point should be taken seriously. Unless a job is so big that contractors in a particular district cannot handle it, it should be given to the local people.

Most of our roads have been ruined because of use by heavy commercial vehicles on them. If we could have a railway line from Kipkelion to Homa Bay, this will reduce the fleet of heavy commercial vehicles on the nearby road. This will also assist farmers from the areas through which the railway line will pass to transport their commodities to big towns.

*[Mr. Speaker left the Chair]*

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

The railway lines which we have were constructed during the colonial days. Therefore, we should build, at least, one inch of a railway line.

Mr. Temporary Deputy Speaker, Sir, the Ministry of Housing and Public Works gave Kshs500,000 for construction of a small bridge, namely Omutharia/Olugare Bridge, in my constituency. However, 10 tonnes of concrete, 20 tonnes of sand and a few steel bars were taken to the site, after which the work was abandoned because it was said that there was no money. If the Ministry gives money for projects in rural areas and then no work is done, how can we develop? I thank the Chief Engineer, Roads, who is very considerate, but his people in the districts are very unco-operative. Since the entire team from the Ministry is here, I want it to check how the Ministry's money is being spent.

If this is not done the Minister will be saying that he is giving money for development but that money will not do anything.

Mr. Temporary Deputy Speaker, Sir, now the Minister has asked for the approval of this House to enable him spend money and we are going to grant it. We hope that new districts like Gucha, which have no machinery or anything else will be given adequate equipment to enable them start constructing their roads. The Ministry should

have offices everywhere, and especially in the new districts, so that it can do its work properly.

With those few remarks, I beg to support.

**Mr. Munyasia:** Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me an opportunity to contribute to the debate on the Vote of the Ministry that we complain so much about. This Ministry is concerned with construction of roads. I stand to contribute to the debate on its Vote with a heavy heart. This is because in the last five years there has not been any single gravelling project in my Sirisia Constituency. Of course, there has also not been any tarmacking project in it. And very little road grading is done in it.

I hope that the Minister will take note of the fact that my constituency is an agricultural one. I can see that there is an Item for roads in agricultural produce areas. For instance, there is Head 489, Item 442. Last year, K£17,500,000 was set aside under this Item for roads in agricultural produce areas. Examples of such produce is coffee and tea. This year the Minister is asking for a whole K£18,466,000. My constituency grows a lot of coffee!

*(Prof. Ng'eno walked out of the Chamber)*

I can see the Minister leaving and yet I do not see his Assistant Minister, Col. Kiluta, around. I do not know who is taking notes!

I was saying that my constituency grows a lot of coffee, tobacco and so on, but nothing has been done for it. I am now in a way giving notice that if by the time we go into Committee the Minister will not have broken down this money to show how much will go to each district, especially to those districts which grow coffee and tea, then he can be sure that we will be moving a Motion to ask that the amount set aside be reduced.

Mr. Temporary Deputy Speaker, Sir, under Item 443 we have Agricultural Produce Roads. I understand that last year there was K£7,9,000 allocated for this programme. This year, of course, there was no money allocated for this project, but I was wondering where all of this money was spent when my area which is an agricultural area should have had a share of it. If for five years there has been no gravelling, tarmacking and grading, then one wonders where the money which this Ministry votes goes to. This is the money that they "eat" at the District headquarters. It has been a common practice in Bungoma that every Friday, the District Works Officer, the DC and the man in-charge of roads meet after 5 o'clock to share that money. So, at one time during a DDC meeting we requested for a report on graded roads in the district to be made and the District Works Officer gave a road that passes by my home. I know that for five years this road had not been graded and yet according to him in his records, this road had been done and almost every year. So, this Ministry must be keen on how its money is used. If they are not going to do that, they are going to be of no use.

Mr. Temporary Deputy Speaker, Sir, there is some more money that has been allocated for minor roads under Item 452 which is still under Head 489 - Minor Roads. I can see last year there was K£5,565,500. This year there is K£5,790,000. Then there is Item 453, which is Roads 2000 Programme, for which a lot of money to the tune of K£4 million has been set aside. Then under Item 454, Minor Roads Programme, again K£4 million has been set aside for that programme. I have been looking for a break-down in order to see whether my district may benefit from this money because there has been very little money allocated to us even after we have pleaded in this House time and again that there are very short roads that we would like to be tarmacked. There is the Mayanja-Sirisia Road that they started tarmacking. They did so for some three kilometres and then they gave up. When I asked the Question here as to why it was not completed, I was told that: "No, the three kilometres were a bonus". Look at how this Ministry works! There is some money that they can use as bonus on part of a road and then they leave. Then that three kilometre strip that was tarmacked, needs repair. So, I do not know. Maybe, we should be asking that they extend the bonus. But we are in dire need of tarmacked roads. We are requesting that a lot of this money that has not been broken up yet should be used to help some of our areas that are in great need of tarmacked roads.

Mr. Temporary Deputy Speaker, Sir, I noticed that many bridges in my constituency in an area like Chebukutimi have collapsed. I brought a Question here last year and I thought that this year it could be on that particular programme, but nothing has been set aside for that. So, one wonders what this Government is up to when this is a very rich agricultural area they could serve. It is also an area that borders Uganda. It has very bad soil and one would have expected that we would improve our communication with our neighbouring country. So, we have requested here that Chwele-Sirisia-Wamono-Lwakhakha Road be tarmacked. We have asked that Malakisi-Korosandiet-Lwakhakha Road be tarmacked, but nothing has been done to-date.

Mr. Temporary Deputy Speaker, Sir, be that as it may, we should turn to other things. There is money set aside for marking roads. Many a times, those of us who usually travel by road, require a little assistance that this Ministry does also put pegs at every two to three kilometres showing us how much distance is left between a certain place and another. For example like, when you are travelling to Mombasa, sometimes you can occupy yourself counting how many kilometres are ahead. We used to have that kind of study sometime back. We would like it back.

We would urge the Ministry to measure the distance between Nairobi and Malaba so that each time we are moving we know that there is now so much distance left. That is a simple matter and I do not think that we are asking for too much when we ask that to be done.

Mr. Temporary Deputy Speaker, Sir, I can see that there is a little money set aside for street lights. I do not know whether these street lights are only for Nairobi. But even if they were only for Nairobi---

### QUORUM

**Dr. Toweett:** On a point of order, Mr. Temporary Deputy Speaker, Sir. Is there a quorum in the House?

**The Temporary Deputy Speaker** (Mr. Ndotto): No, we do not have a quorum. Ring the Division Bell.

*(The Division Bell was rung)*

**The Temporary Deputy Speaker** (Mr. Ndotto): Order! We have a quorum now. You may proceed, Mr. Munyasia.

**Mr. Munyasia:** Mr. Temporary Deputy Speaker, Sir, I was talking about street lights. This Government must stop the habit of abandoning projects before they are completed. This year, there is nothing set aside for street lights. We know that many parts of Nairobi still need the street lights, but worse are the other towns in the country, for example, Bungoma, Kakamega and so on. This Ministry should have undertaken that project as a worthy one and should have continued with it.

Mr. Temporary Deputy Speaker, Sir, as I move towards the end of my contribution, I would like the Minister to take note of the following:- There are roads, it appears to me that too much money has been set aside for them, for example, Mai-Mahiu-Naivasha-Lanet Road. Last year, K£5 million was set aside for it. This year, we have K£16 million set aside for the same road. It is to be financed by EEC, but we also have Mai-Mahiu-Naivasha Road. I wonder whether that is not the same road and still we have K£4,800,000 set aside again for it. I do not know whether it is really a duplication, but we shall be asking at a later stage that the Minister does clarify.

I have also looked through and seen that there is Busia-Yala-Kakamega-Mumias Road under Head 384, Item 452. This Busia-Yala-Kakamega-Mumias road even if I---

**The Assistant Minister for Agriculture, Livestock Development and Marketing** (Mr. Osogo): Mr. Temporary Deputy Speaker, Sir, thank you for giving me an opportunity to say a few words about this Ministry.

Mr. Temporary Deputy Speaker, Sir, I have always been wondering whether the Ministry of Public Works and Housing has ever known that it is the "grandmother" of all Ministries. During the colonial days, we had only seven Ministries. There was somebody called the Chief Secretary, the Ministry of Education, the Ministry of Local Government, the Ministry of Agriculture, the Ministry of Foreign Affairs and Committee Development for African which was headed by an African Minister. But then, there was the Public Works Department (PWD) which had no Ministry. We used to refer to it as "Punda Wengi Duniani." So, it was actually the only one that was a department and it is still existing and it is the "grandmother" of these Ministries. There is no Ministry that can function well without the Ministry of Public Works and Housing chipping in something for preparing roads.

Mr. Temporary Deputy Speaker, Sir, we are told that there is a lot of road construction equipment with the National Youth Service. In many districts, and in particular the district where I come from, the road construction equipment is not there. Wherever you go the resident district road engineer says that he has no equipment when the Government has got some equipment "rotting" somewhere in Ruaraka. I am now told that they are handled by a private contractor. Even those who are re-carpeting roads in Nairobi are hiring those equipment. These are public funds and they should be utilised for the benefit of the taxpayer.

Mr. Temporary Deputy Speaker, Sir, going by the Printed Estimates, Head 507 of the Printed Estimates of this Ministry has got item 488 - Road Improvement Training. We want to be told whom we are training. Last year, it was provided with K£2,321,000 and this year, it has got K£1,301,000. The type of training is what we want. I hope it is not the type of training where people go and sleep and there are lectures about roads. Like the Ministry of Health, it did spend a lot of money in workshops and seminars where people were sleeping and taught about Sexually Transmitted Diseases (STD). The people who do not matter, even the hon. Members of Parliament are called rather than the officers concerned coming to public meetings and addressing the people who are affected. They call people in hotels to lecture them and so on. I hope that this money is not for that type, of activity, but it is going to be used for training people who are concerned. The results of training are appearing twice in the Printed Estimates. There is that head 446 also on training and it is provided K£718,000. So, these two training programmes, we would like them clarified.

Mr. Temporary Deputy Speaker, Sir, we get very concerned when roads in our area are not being worked on

at all and you find roads which exist are being recarpeted. Why are they being recarpeted? It is because the officers of this Ministry have been so careless in supervising the construction of these roads. The roads are being recarpeted, for example, Yala-Busia road. That road is not old enough, but it is being recarpeted for the second time and I am sure that it will be recarpeted next year for the third time because when they complete one area the other is already peeling off. I do not understand why the engineers cannot supervise this man. Yet he has been given another contract to make Mumias-Busia road. I am still wondering whether he has not been given tender to do the road through Msalava, and he is not doing anything. He has abandoned the Mumias-Busia Road. He is now recarpeting Yala-Busia road. There is a lot of money being provided in this financial year. It is about K£15 million and yet, he is not going to work. Maybe that money will go back to the Treasury because he is busy working on Yala-Busia road.

Mr. Temporary Deputy Speaker, Sir, there is Busia-Yala-Kakamega-Mumias Road. But one wonders whether Busia-Yala and Kakamega-Mumias are one road or different roads. If they are different roads, who are the contractors? One will be surprised that if we go to the details, we will find that it is the same Kisumu contractor who has been given all these contracts. He has been favoured with all these contracts and yet, he is not performing properly.

Mr. Temporary Deputy Speaker, Sir, under Head 385, Item 471, there is the Ziwa-Kitale Road. This road was provided during the last financial year with K£16 million. From Ziwa to Kitale is not a long distance. In this year's Estimates, we have K£16 million allocated to the same road. We should be told whether the K£16 million allocated last year were not utilised. If they were not utilised, we should be told the reason why. We know where Ziwa is and where Kitale is and that road to be provided in two consecutive years with K£32 million is ridiculous. I do suspect that this money was returned to the Treasury. If it was returned to the Treasury, then the motive of returning that money remains questionable because everybody is complaining about the state of roads in this country.

Mr. Temporary Deputy Speaker, Sir, my time is running out and I must say something about Road No.C30. The officers in the civil servants' bench know what road I am talking about. This is the Bumala-Funyula-Port Victoria Road and they have said the road will stop at Sio Port. I have been told that this was a printing error and I hope it actually is. But seven years ago, we were promised that this road was going to be tarmacked. This is the only road that goes across Busia. We were also told by the Sixth Parliament that this road was going to be tarmacked but upto now, it has not been tarmacked. We have requested that this road should be tarmacked and we have even done some homework for the Ministry by approaching some Japanese friends to see if it could be tarmacked. We have taken the Japanese friends physically to the area and I do hope that we can be assisted.

Lastly, there are foot-bridges and these are only in Bomet District. There are two foot-bridges in Bomet District. The DDC in Busia has recommended that foot-bridges be constructed at Ndekwe and Kedong foot-bridges in Budalangi Division. Those two foot-bridges are not appearing here. There are also foot-bridges that have been put up in swampy areas for people to travel from one place to the other. I do hope that when the Minister replies and comments about the Bomet foot-bridges, he will remember foot-bridges for Bunyala because the ones mentioned here are for Bomet District, his home district. There is also the Sigiri Bridge surveyed during 1991/92 financial year. That bridge is to replace a ferry that was installed with public funds but it never worked. Since the day it was installed upto now, it has never operated. So, they decided to build a bridge there. They came and surveyed the bridge but upto now, there are no finances provided for that bridge in the current Estimates and I do not know when the bridge will be built.

With those few remarks, I beg to support.

**Mr. Busolo:** Thank you very much, Mr. Temporary Deputy Speaker, Sir, for granting me the opportunity to contribute on the Vote of Ministry of Public Works and Housing.

Mr. Temporary Deputy Speaker, Sir, like my colleague said here when he was contributing that he was contributing with a heavy heart, I also do the same with regard to the Vote of this Ministry. I contribute with a heavy heart because this is one Ministry in which almost every Member of Parliament in this House complaints about. Each Member of Parliament has a quarrel with this Ministry with regard to roads. There is nothing in these Estimates for Webuye Constituency and I wonder why I should be expected to support these Estimates. We take a lot of time sitting in the sub-DDC, the DDC and recommending that certain roads be graded, gravelled and others to be murramed. But when I go home to talk to my people, it is very disappointing that I have to tell them that there is nothing for Webuye Constituency in the 1997/98 Estimates of the Ministry of Public Works and Housing.

Mr. Temporary Deputy Speaker, Sir, I want to comment about the National Housing Corporation. In Webuye, the Panafrican Paper Mills occupies 750 units which were built by the National Housing Estates in 1974 as a panacea to attract the Oriental Paper Mills company from India to house workers of Panafrican Paper Mills. It was the Ministry of Finance which built those houses. They entered a lease with Panafrican Paper Mills in 1977 which lease ended in 1996 and it was renewed again between the Ministry for Finance and Panafrican Paper Mills. Why can this lease not be entered into by the Ministry of Public Works and Housing? It is the Ministry responsible for Government

houses. What is the Ministry for Finance doing in owning these houses of which the Panafrican Paper Mills only pays a papercon rent? The rent which they were paying in 1977 when they occupied the houses amounts to 1.63 million. That is the same rent that has been renewed in the new lease that was entered into last year. I want to suggest that there was a corrupt deal between the Ministry of Finance officials, particularly the Department of Government Investments and the management of Panafrican Paper Mills. The reason is that both the director of Budget and the boss of Government Investments Department happen to come from a particular community and the technical manager of Panafrican Paper Mills happens to come from their community. It is through that way that, money amounting to Kshs3 million changed hands between the Panafrican Paper Mills and the Ministry of Finance, so as to enter a lease that is not beneficial to the Government. I urge the Minister for Public Works and Housing to look into that matter between him and his colleague at the Ministry of Finance, so that they can take over these houses because the rent that is paid is basically papercon.

Mr. Temporary Deputy Speaker, Sir, when we look at the monies voted for provincial major roads, it is so shocking that for a province with a very high population and very fertile land for agriculture like Western province was given last year K£486,000 and this, year it has been given only K£65,000 when provinces other than Western and North Eastern provinces have been allocated millions. Central Province has risen from K£10 million to K£16 million.

Coast Province has risen from K£26 million to K£33 million. Eastern Province has been reduced from K£24 million to K£23 million. Nyanza has risen from K£15 million to K£18 million. North Eastern Province has risen from K£43,000 to K£300,000. Western Province has been reduced from K£486,000 to K£65,000. Why are we having this huge reduction?

Mr. Temporary Deputy Speaker, Sir, why these huge deductions? I think there is discrimination against the people of Western Province. Our roads are main agricultural roads which feed people in this country, and when the Minister replies, he should look into this matter.

Mr. Temporary Deputy Speaker, Sir, the other thing is in relation to the basic framework of this Ministry. I remember that in the Economic Framework Paper, the Ministry of Public Works and Housing was one of the Ministries to be rationalized. But to-date, that has not been done. When the Minister responds, he should tell us how far the Ministry has gone in fulfilling the Government's programme of economic reforms in terms of rationalization of the Ministry. I say so because when one imagines the Ministry of Public Works and Housing, one imagines that in these times of economic hardships, the Ministry could have created many employment opportunities through public projects, like irrigation, and, therefore, employing many people on casual basis. These programmes would have gone a long way in improving land use so that there is increased agricultural output that would feed this country.

Mr. Temporary Deputy Speaker, Sir, also, one would imagine that this is the Ministry that would create projects like community wells for water. Such programmes would help a lot of women who spend a lot of time fetching water from long distances for domestic use. This Ministry can also help to build schools which in turn would assist to reduce the rate of school drop-outs in our country.

The Ministry of Public Works and Housing can engage itself in other public projects, like health and so on. If this Ministry took this attitude that it is the Ministry of Public Works and Housing like it is happening elsewhere, it would be far much better for this country than what it is doing at this time.

Further, I want to raise the question of the civil servants working under this Ministry. There is a group of specialists called quantity surveyors. These people are fleezing this Ministry. When costing is done, the quantity surveyors arrive at an agreement with the contractors to reduce the thickness of the road. For instance, if the murrum is supposed to be three inches deep, they reduce it to one inch deep and the rest is shared between the contractor and the quantity surveyors. That explains why most of our roads are in very pathetic state despite the fact that they are gravelled today, and tomorrow, they have potholes all through. I want the Minister to look at the quality of the quantity surveyors we have today in the Ministry.

There is also the question of costing of their projects which is taken to the District Treasuries. Sometimes in my contribution to the Vote of the Ministry of Agriculture, Livestock Development and Marketing, I suggested that the District Treasuries should be abolished. On Friday, my colleagues raised the question of how, for instance, in Bungoma, monies belonging to road construction projects are shared at the District Treasuries. The District Treasuries are the departments fleezing monies we vote for in this House, and when the monies get to the districts, if you go to the DDCs and demand an explanation where money for such a road or housing unit is, you cannot be given. Most of this money, particularly, the money used to recarpet the roads when the President visits these areas, that is the Vote that the District Public Works Officer, the various District Commissioner and District Treasurers collude to embezzle the funds.

I am suggesting that when the money goes to the project, the Ministry should find a better way of channelling the money and who should receive it within the respective districts, but not the District Treasuries because they are not helping us. Thank you.

**The Minister for Energy** (Mr. M'Mukindia): Thank you, Mr. Temporary Deputy Speaker, Sir. I rise to support the Vote for the Ministry of Public Works and Housing. I have very few observations to make.

One, there are a lot of complaints about the efficiency of the usage of funds in the Ministry of Public Works and Housing. I think this complaint is not limited to one district, but it is found countrywide. It is, therefore, important that officers in the Ministry of Public Works and Housing should really deal with this issue to ensure that every shilling that is voted for the Ministry is properly utilised. Very many people have used stronger words in this House, but I would not like to use those words. But I think members of the staff of the Ministry of Public Works and Housing should note that the whole country is concerned and is unhappy with the way funds are used in the Ministry in so far as the road sides are concerned. I think it is time that proper measures are taken to ensure that the little money that we have in this country is properly utilized.

Mr. Temporary Deputy Speaker, Sir, I support the move by the Ministry to contract out services, and possibly, even machineries. This may improve the usage of the little funds that we do have in the Government. Not only to contract out services, but also ensuring that contractors do carry out their work as per specifications. As an engineer, I feel a bit embarrassed at times when I travel along some of our roads and see the kind of work that is done by the engineers whether they are in the private sector or in the Ministry itself. I have had occasion to speak about the road, not in my constituency, but a major road in our country between Nakuru and Ngata area. That section of the road has killed so many prominent Kenyans and the problem seems to be really a problem of design of the road, a very simple problem to solve. I am sure it would not cost more than Kshs 50 million to resolve that problem and yet year-in-year-out, month-in-month-out, Kenyans continue to die on this very short section of the road in Ngata Area, Nakuru, because the road was constructed in such a way that it is raised. There are no shoulders to the road. I cannot understand how that was ever designed and built because it is very simple common-sense. The best way would have been to ensure that there are wide shoulders so that if the tractors or trucks in that heavy farming area break down on the road, then they have somewhere to park. At the moment, they just park in the middle of the road because there are no enough parking spaces. This is repeated over and over in several parts of our country that the design of the roads need to re-looked at and redesigned, remodelled and widened, as I know it is happening in some areas, to ensure that it improves the safety of our roads.

Mr. Temporary Deputy Speaker, Sir, I think it is a challenge to our engineers in the Ministry of Public Works and Housing to re-examine at how best we design our roads and how we build them. Too often again, bushes come right into the road. Once more, one wonders whether our public works officers travel on the same roads that we travel on. Do they not see that the bushes are encroaching on the roads? Do you not feel embarrassed when, for example, you travel to Tanzania, a much poorer country and you find the shoulders are clean and well maintained, but in our country, the bushes are almost covering the tarmac roads? We, as servants of the people whether in the public sector or political side, ought to be embarrassed when things go wrong in this country. Also, we ought to feel proud when our country is well-maintained. If our roads look bad, we should be embarrassed and we should try to ensure that we correct those anomalies. At the moment, we seem to adopt that attitude that "it is not my job" and yet we are paid for it, and yet we are citizens of this country, and we cannot go anywhere else in the world. We belong here and we ought to make our country better in all possible ways.

For that reason, it is a major challenge because the people who are in the "public eye" is the Ministry of Public Works and Housing. Whether they are foreigners or Kenyans, the people who come into contact with you daily on our roads are the officials of the Ministry of Public Works and Housing. We have a responsibility of ensuring that we do the right things as Kenyans. I think we have not taken this issue seriously in the past and it should be taken seriously.

Mr. Temporary Deputy Speaker, Sir, there is the issue of road bumps. I think that road bumps should be standardized. Often, you find that any Tom, Dick and Harry decides to erect a bump on a road once an accident occurs on a particular section of the road. They put up any kind of bump they believe is the right one. Surely, the Ministry of Public Works and Housing can standardize bumps so that they are designed with safety in mind. They should be designed properly because we do not want to kill the driver and the pedestrian. It is only a proper design of a bump that can ensure that the two sides of the coin are looked at when the implementation is done. Engineers need to look at this area.

I have talked about roads in Meru and I specifically challenge the staff members from the Ministry of Public Works and Housing based in Meru to try to utilize the funds they get in a better way. I know that they try, but they can do better than what they have done. We are short of machinery. If the Ministry of Public Works is going to hire out the machinery to us or to a contractor, then the sooner they do it the better. At the moment, we have neither the graders nor bulldozers to work on our roads. In fact, one of the bulldozers has been grounded for the last six months or so. It is parked by the roadside. The bridge on the Mate Road, which is a major road in my constituency, was washed away about a year ago. The bulldozer came in, did some work and then something happened and the work

stopped although I had been assured that there was enough money to do the work. So, the bulldozer is parked there and the bridge has not been constructed. You cannot move cotton in that area because of lack of a proper road. I think we need to feel embarrassed when things like these happen. I do not think this is purely due to lack of money. Maybe it is a bit of irresponsibility. I know my colleague, the Minister, tries hard but he cannot do it alone. Only his officers can do the work, but too often I think we are busy chasing other things than doing our work. We are finding it extremely difficult to support the staff of the Ministry of Public Works and Housing. We cannot answer questions asked by wananchi. Nevertheless, I hope that through the changes that are taking place in the Ministry, things will improve and we will give better services to wananchi.

Mate Road is a major road linking Meru to Mbeere District. The Meru-Githongo-Marimba-Chogoria Road which links Tharaka-Nithi, Meru and Nyambene Districts has three major tea factories and over 40 coffee factories in the catchment area. We have marketed 50,000 litres of milk a day from that area, but the production is over 100,000 litres of milk per day. When you have a road like that going through a very productive area not being looked after, then you wonder which roads are looked after. Such roads ought to be looked after, so that the economy of this country can continue to grow. At the moment, it has become very difficult. I want to assure the Minister that we do support him, but we have a problem; we cannot answer all the questions that are coming from the mwananchi. Time has come when you realise you have to be honest with the wananchi as far as roads are concerned. I suggest that the Ministry of Public Works and Housing re-looks at how the money is spent at the approval stage, how it is audited and how inspection of work is done to ensure that right things are done. If there is one bad apple in a big basket of good apples, get rid of it because it will spoil the rest.

With those few remarks, I beg to support.

**The Assistant Minister for Home Affairs and National Heritage** (Mr. Mutiso): Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me the opportunity to participate in this very important Vote. First of all, let me record my support to the Minister for Public Works and Housing for the manner in which he has moved this Vote. This is a very important Vote for all of us in this House and the country at large.

Roads are very important assets for national development. In Ukambani, we had been promised the construction of Machakos-Wote Road. What is disappointing is to hear that this will only be done in May, 1998, long after the elections have been done. This is making it impossible for the hon. Member of that area to answer questions raised by the local people. This gives us a very difficult time to convince people in those area that work on that road will commence next year. I am glad to see that the Minister together with his support team are here to listen to our grievances. I want to let them know that this road is very important and working on it soon will go a long way in giving KANU votes in the coming general election. Unless they make things work in time, it can well be assumed that they are fighting KANU.

The roads in the City, are in a pathetic situation. The traffic jam that we get is appalling. You cannot get to your place of work in time because of traffic jam and this is something that has been happening for a long time. When we reach the year 2000, the situation will be worse. It is high time the Minister and his staff thought of ways of alleviating this problem. They can get donors to construct fly-overs within the roundabouts so as to alleviate the problem of transportation in the City. Some people find it much easier to leave their vehicles at home and travel by matatus because matatus do not obey traffic rules. They pass anywhere and drive fast. The congestion is really terrible and I do not know whether the Minister sees this. People report late for duty because of transport problems in Nairobi. This is the issue I would like the Minister and his staff to address.

There is a very vital road which connects Kithimani to Machakos and this is Makutano-Kithimani Road. This road has been on the waiting list for many years. It needs tarmacking. This is our alternative route to the City. I want to make it clear that we want Kithimani-Mwala-Makutano Road to be tarmacked.

Things must be planned so that the people can have an alternative outlet. This road is very important. I want to make it very clear to the Ministry's staff that the people of Ukambani want this road to be tarmacked. The money must be looked for, so that this road can be tarmacked to ease transport connection between Machakos and Yatta sub-district, which will soon become a district.

Mr. Temporary Deputy Speaker, Sir, I want to bring to the attention of the Minister and his staff, that there is a lot of machinery lying idle and unrepaired. For instance, we have one at the National Youth Service at Yatta. These machines were used for road construction, but since they lacked spare parts, they were left there to rot. This is not good. Some of them are beautiful road construction vehicles which could be rehabilitated and made use of. I want the Minister, the Permanent Secretary and the staff to look for funds and rehabilitate the machinery. They can help this country to grow fast, roadwise. Along the Yatta Canal near Matuu, which is the lifeline of the people of Yatta, there is a big tractor which got stuck simply because of a puncture. It has been left to rot there for many years. That is one of the biggest machines that were being used to grade the Yatta Canal Road. I am wondering why that machine has been left there to rot. Nobody from the Ministry even thought of coming to tow it for repair. It has no



other problem except the tyre burst. But now, I think it has been vandalised and a lot of things have been removed from that tractor. I want the Minister to know that this is due to negligence on the part of the staff of the Ministry. Not that I am criticising them, but I am raising this as a very good point, which should be taken seriously.

The other thing is the improvement of the roads which connect towns like Nairobi and Mombasa. From colonial times, Mombasa Road has never been improved. If we are to develop and grow, this road should have been made a dual carriageway. I am wondering as to who will build this road to that capacity. Is it we or somebody else? Somebody somewhere must be sleeping and not thinking of how to make this country improve and, thus, reduce traffic jams on our major roads. I have mentioned the Mombasa-Nairobi Road, but there is also the Nairobi-Nakuru-Kisumu and Nairobi-Nakuru-Eldoret Road. We experience a lot of road accidents due to narrow roads which have got a lot of potholes and bad bridges. Nobody is taking keen interest to see to it that something is done to improve the condition of these roads.

Finally, let me mention that the roads within my division need to be graded. Roads from Kithimani to Kenyatta and Katanzi, and roads from Matuu to Ikombe and Katanzi need to be graded, so that the local people can enjoy smooth transportation along those places. Thank you.

**The Minister for Land Reclamation, Regional and Water Development** (Mr. Nyachae): Thank you, Mr. Temporary Deputy Speaker, Sir.

Firstly, I want to express my support for this Motion. We realise the amount of responsibility this Ministry has to the Kenyans. On the basis of this Ministry's performance, the economy can grow or retard. This is because it is the major contribution that this Ministry makes in terms of communication, that facilitates the movement of commercial goods and agricultural commodities.

We are not complaining that the Ministry is not doing its best. But we think that there is a lot of room for improvement. One area which we feel needs a lot of attention, at least those of us who come from the rural areas, is for the Ministry to come up with a specific and reliable programme. We do not feel happy when we hear announcements that a road will be done in a particular year, or the contract has been given on this road, and we wait until that period expires. We wait for another year and nothing happens. This makes the rural people very unhappy.

For example, we have this road from Kericho through Chemosoit, Nyamira, intended to go all the way to Kisii. There have been so many promises on this road. In some cases, even the Head of State has been embarrassed by the information he has been given by the Ministry. He comes and announces that funds are available. He comes out with a specific figure and those figures are not created by the President. Those figures are given by the Ministry. He announces and the work does not start. The amount is not in the Development Estimates, and you are left wondering why the President should be given wrong information. It is not right. He should be given factual information, so that when he goes to the rural areas and makes pronouncements that a certain road will be done, the figures and the timetable he gives must be accurate. The same should apply to the Minister. When he makes pronouncements, his officers are supposed to give him the right timetable. The time is gone when Kenyans used to be flattered. Kenyans are not prepared to keep being promised that this and that will be done for them, without it being actually done. This is what we are asking for.

Mr. Temporary Deputy Speaker, Sir, this Ministry has very highly qualified people. We now have many engineers in the country and this Ministry has very well qualified professionals. But for some strange reasons, something is wrong somewhere. Are these engineers given the opportunity to do their work on the basis of specifications based on engineering information? Or, are they operating on instructions from somewhere?

Mr. Temporary Deputy Speaker, Sir, I am saying this because you find that a road has been started, engineering specifications are there and yet, the contractor does a different type of job. And a few months later, that road is damaged. Obviously, and having been in the Civil Service, I know that officers know what they are doing. But, are those specifications which have been done by the engineers followed? Or, is it that once the specifications have been done and the contract awarded, the contractor is left to operate on his own? What is happening? For example, on the Mombasa Road, the area which has been done six months ago, is peeling off even before the project is completed. How can that happen? We are using the same materials which were being used to do roads during colonial days. For example, the Naivasha Road all the way to Limuru which was done by the Italians lasted almost 50 years. But the new road on the upper side which was done only a few years ago, if you are not careful, you may overturn your car because of potholes and yet, it is only a few years ago, that road was done. Right now, that road near Limuru is being done, but the area which was done only last month is bumpy although there are no potholes. We drive cars which have got level pressure and therefore, it is not a question of doubting your car. Why has a road which was done a month ago become bumpy? It is because some areas have started getting depressions and some areas are remaining the way they were done. That is a very shoddy kind of work.

Mr. Temporary Deputy Speaker, Sir, we think that the engineers, the technical people must be allowed and given authority to supervise a contractor and even penalise that contractor if he is cheating people. We hear that

contracts are being given to contractors who already have work elsewhere, when we have so many contractors in the country. Why should that happen while we have some people who have no works and yet they have the equipment? Why should one, two or three people continue being given contracts? That could be the reason why we are having a bad job done. Because the fellow has been given so many contracts and in the end, he has to either separate his machinery so that one can continue one job and another unit for another job. Then the fellow gets overstretched and cannot concentrate on doing one job. So, we need these contracts to be spread so that these contractors are subjected to some kind of open competition. I understand there are all types of so-called influences, so that some contractors are given more work than they can actually cope with.

Mr. Temporary Deputy Speaker, Sir, in this connection, I think we must have a document which shows, if you are registered as a road contractor, you must also be inspected and produce the equipment you actually use. Let us not have people called road contractors who, after being given work, go and hire machinery from other contractors and when they fail to pay the person who hired the machinery to them, the machinery is withdrawn, the work stops and he goes to look for machinery elsewhere. These kind of people are not to be relied upon. Anybody registered as a road contractor should have an inventory of the equipment he has and the engineers in the Ministry of Public Works and Housing should be satisfied that, that is the kind of equipment which can do the job. Let us not have these fellows who have been doing probably tarmacking of people's compounds which does not require any specifications, being given contracts to do roads.

Mr. Temporary Deputy Speaker, Sir, let us also watch this area of vehicle usage. I think, some of the vehicles we have are ruining our roads and we are doing nothing about them.

Thank you.

**The Minister for Lands and Settlement** (Mr. Ngala): Asante sana, Bw. Naibu Spika wa Muda, kwa kunipa nafasi hii ili niunge mkono Hoja hii ya Wizara ya Ujenzi na Nyumba. Kwanza, ningependa kumshukuru Waziri na maofisa wake kwa kazi wanayofanya kuhudumia Wizara hii. Wizara hii ni muhimu na wananchi wa Jamhuri ya Kenya wana matumaini makubwa sana kwamba, Wizara hii inaweza kuwatimizia yale mapendekezo yao.

Bw. Naibu Spika wa Muda, maendeleo yote ya nchi yanategemea barabara. Kenya ni nchi ambayo inaendelea na ni nchi ambayo inahitaji barabara nzuri. Kwa hivyo, mpango wa barabara katika nchi hii ni mpango ambao unafaa uwekwe katika maoni sawasawa ili yale matumaini ya wananchi yaweze kutimia. Waziri alipokuwa akieleza kazi ya Wizara yake, amesema kwamba Wizara hii ina sehemu fulani muhimu ambazo ndizo vichwa vya Wizara hii, kwa mfano, sehemu ya kupanga, uchoraji na usimamizi katika upande wa maintenance. Haya yaliyosemwa na Waziri ni sawa. Hivi sasa jambo ambalo linaleta matatizo makubwa kwa upande wa barabara ni usimamizi, yaani namna ya kufanya marekebisha kwa wakati unaofaa ikiwa barabara imeharibika.

Bw. Naibu Spika wa Muda, mimi na wewe na Wakenya wengine husafiri kwa magari, na mara nyingine tunaona hali ya barabara ambayo si nzuri. Kwa hivyo, katika upande wa usimamizi, nafikiri ni vizuri Wizara iweze kumulika upande ule kwa hali ya juu ili itenge pesa za kutosha ili usimamizi wa barabara uweze kuwa bora zaidi.

Bw. Naibu Spika wa Muda, katika upande wa uchoraji wa mipango ya barabara, hakika Wizara hii ina wahandisi wa hali ya juu; waliosomea uchoraji na wanaojua la kufanya. Lakini mara nyingi, sisi tunaotumia barabara kwa kuendesha magari; aghalabu uchoraji wa mipango ya barabara hutufanya tuulize maswali kuhusu kiwango cha uchoraji na utengenezaji wa barabara katika nchi hii kwa sababu kuna wakati uchoraji huo unatia shaka katika hali ya utaratibu na ujuzi wa hao wachoraji ambao unaweza kuleta shida. Kwa hivyo, ningependa Wizara ya Ujenzi na Nyumba ihakikishe kwamba uchoraji wa barabara zetu ni mzuri.

Pengine barabara zinaharibika kwa sababu ya vifaa vinavyotumika kuweza kupima uzito wa barabara na vile vile kutengeneza barabara za kudumu, kama ilivyosemwa hapa na waliozungumza mbele yangu. Mara nyingi unaweza kufikiria kwamba hali ya vifaa na vipimo vinavyotumiwa, vinaweza kuwa si sawa sawa. Kwa hivyo, tunaiomba Wizara inayohusika ihakikishe kwamba wale wahandisi na wataalum walioko katika Wizara hii wanajaribu kusaidia ili barabara zetu siweze kuwa za kudumu. Bila kufanya hivyo, tutakuwa na shida na tutalaumiwa kuhusiana usafiri wa barabarani

Bw. Naibu Spika wa Muda, mambo mengi yamefanywa, hasa katika upande wa Wilaya ya Kilifi. Sitaweza kuilaumu Serikali na Wizara ya Ujenzi na Nyumba kwa sababu kuna madaraja mazuri sana ambayo yamejengwa. La mwisho ni daraja la Sabaki, ambalo hivi sasa ninafikiri limekamilika. Basi, ningependa kwamba ule mpango wa kitaifa wa madaraja ambao umekamilika hivi sasa--- Wizara hii yafaa ifikirie barabara zile nyingine ambazo zinahitaji kutengenezwa vizuri ili kuwahudumia wasafiri kwa utaratibu.

Ninavyozungumza, nina hakika kuwa wafanyakazi wa Wizara hii wanajua kuwa kumekuwa na barabara ambayo tumewaomba kwa muda mrefu iweze kuwekwa lami katika Wilaya ya Kilifi. Hii ni kwa sababu katika Wilaya ya Kilifi ni barabara moja tu ambayo imewekwa lami; kutoka Mombasa kuelekea Malindi na kutoka Mombasa kwenda Kaloleni sehemu dogo tu. Tumezungumzia kuhusu barabara kutoka Mariakani-Kaloleni hadi Mavueni, na kusema kwamba barabara hiyo yahitaji kuwekwa lami kwa sababu ni barabara moja muhimu na inatafikana kuwa tayari kwani

bila kutengenezwa tutakuwa na shida. Tunashukuru Serikali kwa kutujengea madaraja. Kwa hivyo, yafaa awamu ya pili ya mpango wa Wizara ya Ujenzi na Nyumba, iwe ni kuziweka barabara lami na kuzitengeneza vizuri ili uchukuzi na usafirishaji uwe rahisi.

Bw. Naibu wa Spika wa Muda, kuwa na barabara nzuri ni muhimu sana kwa sababu zinasaidia katika mambo mengi. Katika sehemu ninayowakilisha Bungeni ya Ganze, tulibarikiwa kwa mvua na Mwenyezi Mungu. Mvua nyingi ilinyesha na maji mengi kutoka bara yalielekea mpaka Pwani na kubomoa barabara nyingi sana katika sehemu yangu ya uwakilishi Bungeni. Nimezungumza na wafanyakazi na wamefahamu hiyo shida. Katika mpango huu ninaomba kwamba tupitishie pesa za kutosha ili barabara hizo zitengenezwe. Barabara hizi ni muhimu na zinajulikana wazi kwa sababu zimeandikwa katika ofisi ya Katibu wa Kudumu katika Wizara hii na maofisa wake wanalifahamu jambo hili. Kwa sababu ya uhusiano mzuri kati yetu na maofisa wa Wizara huko nyumbani, nataka barabara katika sehemu yangu ya uwakilishi Bungeni ya Ganze zitengewe pesa, au hazina maalumu, ya kusaidia barabara hizi zitengenezwe ili siweze kuleta hali nzuri na imani kwa raia.

Nauli za kusafiria sasa zimepanda kwa sababu wale wenye magari, hasa mabas, wameziongeza. Kama usaidizi hautapatikana kwa njia hiyo, watu wa sehemu hiyo hawawezi kuelewa kunafanyika nini katika Serikali au katika Wizara ya Ujenzi na Nyumba. Ninataraji ya kwamba, katika mipango hii, Wizara hii ya Ujenzi na Nyumba itatafuta njia ya kusaidia. Tumepata usaidizi kutoka Wizara hii lakini hivi sasa, shida imeingia na tunataka Wizara iweze kutusaidia. Tunaomba mpango wa barabara katika Wilaya ya Kilifi ufikiriwe zaidi kwa kuweka lami au murrum kwenye zile barabara ambazo hazivezi kupata lami.

Katika Sehemu yangu ya uwakilishi Bungeni, barabara ambazo ni muhimu ni kama zifuatazo: Kwanza ni kutoka Mariakani - Bamba - Vitengeni hadi Kakoneni. Ya pili ni kutoka Kilifi- Sokoke- Ganze -Bamba na ya tatu ni kutoka Jaribuni- Ganze. Barabara hizi ni uti wa mgongo wa tarafa hiyo na zote zina madaraja ambayo yameharibika. Kwa hivyo, katika Hoja hii, tunaomba tupatiwe usaidizi ili uchumi na maisha katika sehemu hiyo urudi katika hali ya kawaida na watu waweze kusafirisha mali yao na kuendesha kazi zao bila shida.

Bw. Naibu Spika wa Muda, la mwisho ni kwamba, katika utengenezaji wa barabara, ni sharti kuwekwe ishara za kutosha za kuonya madereva kwa sababu wakati huu kumekuwa na ongezeko kubwa la magari katika barabara zetu. Mara nyingine barabara huwa zinatengenezwa na hakuna ishara za kuwaonya madereva magari kwamba kuna ukarabati unaoendelea mahali fulani katika barabara. Madereva wanagutukia kitu. Kama kungekuwa na vifaa au taa za kuonyesha kwamba kuna urekebishaji wa barabara mahali, hali hiyo itaweza kuokoa maisha ya watu wengi.

Kwa hayo, Bw. Naibu Spika wa Muda, ninaiunga mkono Hoja hii.

**Mr. Moiben:** Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this chance to contribute to this very important Vote of the Ministry of Public Works and Housing. If there is one Ministry which comes into contact with the life of an ordinary mwananchi, it is the Ministry of Public Works and the Ministry of Health.

If the Ministry of Public Works and Housing can be efficient enough, it is capable of giving wananchi a very good image of what the Government is. This is a Ministry that can actually enable this country to develop very fast, in all spheres of human endeavours, be it in the farming activities or in business. This Ministry plays a very important role in the life of this nation and the people who man this Ministry should, at all times, know the importance of the Ministry. In a place like Trans-Nzoia District, some of the roads are impassable for six months of the year. For example, we have a road from Seed Driers to Kanyarikwa which covers a distance of about 123 kilometres. Every year, from April to August, this road is more or less impassable. Only tractors ply through this route and yet along this road there are farming activities taking place on both sides. There are livestock farmers who have to transport their dairy products to Kenya Co-operatives Creameries (KCC). It is so surprising to see the farmers being unable fend for themselves because of this Ministry of Public Works and Housing. Even if the Ministry has no finances to tarmac the road, then it should murrum the road. Even if the Ministry has no finance to tarmac it, we thank the Ministry for tarmacking the Kitale-Endebbes road. They are in the process of doing it now. But it is not enough because the road goes to Swam, the border point, and it is about 25 kilometres between Endebbes and Swam. If the Ministry can tarmac it straight to the Swam border post, it will even be cheaper. So, I am urging the Ministry of Public Works and Housing to rise up to the challenges, and try as much as is practicable because they now have a lot of resources such as the Petrol Fund and the Consolidated Fund which we are about to vote.

Mr. Temporary Deputy Speaker, Sir, the Ministry should especially look into the aspect of contractors. I think most of the money that is voted for this Ministry is actually paid out to the contractors who tarmac the roads. I am requesting the Minister for Public Works and Housing to look into the aspect of development in this country. It would be very good if the Ministry can now proceed to tarmac the Swam-Endebbes road because the neighbouring country is already tarmacking the road across the border. I do not understand why the Ministry cannot tarmac the Kenyan side. Our Customs border post is now almost ineffective because of lack of communications.

The area that I have just mentioned is very resourceful as far as food production is concerned. In fact, if the Minister for Public Works and Housing can be effective enough, there will be no need for this nation to import famine

relief because most of the food will be produced locally and the benefits will go to our farmers. Most of the crops of the farmers around Trans Nzoia and Mount Elgon area go to waste because there are no marketing avenues and no communications. In fact, they only rely on donkeys. I wonder whether the Ministry is aware that most of our people have problems with transportation. At times, expectant mothers have to give birth by the wayside because there are no roads by which they can reach the health centres. We believe, for example, that the Ministry can open up the roads between Trans Nzoia, Saboti-Kapsokwony-Cheptais, even tarmac it from Kanywarkwat across to Tartar in West Pokot and even to Alale. That is an area that is rich with minerals.

It is high time we looked into the life of the nation to make sure that we are reliant on transportation. It is pointless for us, year-in-year-out, to vote in funds which are not giving us any benefits in return. So, once again, I am urging the Minister, especially the Ministry officials, including the Permanent Secretary to be touring these areas. It is not surprising to find that no official has paid a visit in some places in Trans Nzoia for very many years. The last Ministerial visit we had was about three years ago and he promised to tarmac the road to Swam. He has yet to come again. Sometimes the roads are very good, especially the highway routes either from Kenya to Ethiopia or Kenya to Uganda, but there are no signs enough to warn drivers.

Mr. Temporary Deputy Speaker, Sir, some of these roads, like the one which goes through Keiyo area, have very sharp corners. They should have signs to warn motorists not to overspeed, that they are approaching a bend, that the road is slippery and so on. Unless we do this, we will not be improving anything.

It is important that when we come to voting funds all districts are considered. It is not good for districts like Mount Elgon to be ignored year-in-year-out. People may think that we do not exist, and yet that district is very much in existence. I do not understand the criteria that is used in channelling money to other districts, like the ones around Nairobi, and why they cannot be used to give money to other districts.

In Trans Nzoia District there are bridges that were built during the Second World War, when nobody knew the type of lorries that would use them. We have a bridge around Koidai River, which is almost collapsing. It is very important for the Ministry to look into such bridges because we can then save lives. It is important for the Ministry to take the contributions of hon. Members in this House seriously, because they come from various parts of the country. It is not good for the Ministry officials to assume that the contributions are far-fetched. We make our contributions in good faith.

With those few words, I beg to support.

**The Assistant Minister, Office of the President** (Mr. Awori): Thank you, Mr. Temporary Deputy Speaker, Sir. I want to associate myself with my colleagues in supporting this Vote. It is necessary that the planning of our road network is looked at nationally. I want, for instance, to go into the office of the Chief Engineer, Roads, or the Permanent Secretary, and see on the drawing board the whole network of the way roads should be in this nation, from east to west and from south to north. It is not necessary, and it should not be so, that only those who can lobby heavily can have good road network in their areas.

We know that communication is important for the growth of the economy of our country. That being the case, there is no single area in this country where one can say roads will not play a major role in the development of the economy. I want, therefore, to urge the Ministry to look very carefully at the way planning is done.

We, in this House, will support the Ministry very strongly, if it is looking at our roads nationally. We want to see all the trunk roads designed to be dual carriage ways. You have to treat people the way they are. Drivers in this country are like children. You do not put fire before children. Our drivers have no discipline. It is, therefore, necessary that we build dual carriage way roads, so that there will always be one-way for vehicles going in the same direction.

This will reduce the kind of accidents that we continue to see everyday. All that one needs to do is to drive between here and Mombasa. He will see that when he is in the slow lane someone will come down from the other lane and try to push him off the lane he is entitled to driver on.

It is necessary, therefore, for us to know that our drivers have no discipline and we must design our roads with them in mind. It is necessary to separate completely the two sides and, if we do not have room, then we should build a "Berlin Wall" the way it has been done along the Kikuyu-Limuru Road. You will not find many accidents on that road. It is necessary to put more money in maintenance of our roads. Many times, we find that in various districts we have no graders. In areas where we have graders, they have broken down. If they have not broken down and are working, then there is not enough money for diesel. It is very rare that you will find both of them together.

Mr. Temporary Deputy Speaker, Sir, what always surprises me is that when an important person dies, suddenly a road that you have requested for the last ten years to be maintained is fully maintained overnight. Are we going to kill off a good number of our important people in our areas so that we can get our roads properly maintained? I want to use this opportunity to thank the Ministry for the excellent work that they have done for us in Busia District. We now have got two graders which have been repaired. They have from time to time run out of diesel. We want to be

given permission from time to time to raise funds on Harambee basis so that when the Ministry has not got money for diesel and the graders are actually working, we can fuel these graders and they continue to serve us. I want to make a strong plea for Road C30. In Busia District, we have not got a single tarmac road that can be called a district road. We have national and international roads passing through the district, but there is no tarmacked road in the district.

To be a little parochial, I want to look at my own particular constituency. There is not even one kilometre of tarmacked road there and yet the Chief Engineer is my neighbour. I would like the Chief Engineer to do what everybody else does. In Kiluyia, they say *eshienywe ni shienywe*. Sorry for going shortwave, but the message goes there. I would like to see a little tarmac in my constituency and this can come about if Road C30 which traverses three districts is tarmacked. I know that the Permanent Secretary in the Ministry and his counterpart in the Ministry of Finance have come together. I think they have put an application for funds for this particular road in question. I am hoping that the donors will accede to the request so that we can have tarmac on this Road C30. It is only sixty kilometres long and I do not see it taking a lot of money.

Mr. Temporary Deputy Speaker, Sir, long time ago, we used to have the Rural Access Roads Programme. This programme used to be very beneficial. Apart from opening up rural areas and providing good roads to the people, it used to also afford employment to people within the areas. I would like to see this programme revived because there are a lot of little areas which need to be opened up to improve the economy. Most of these roads are where farmers are forced to bring in their produce from their farms, small-scale fishermen traders, Jua Kali Artisans and so on need these rural access roads. We are able to look after some of them ourselves, if the Ministry can help us with culvert. Culvert require cement, seal and so on. If the Ministry can give us this, we will be able to offer our sweat.

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

**Mr. Boy:** Asante sana, Bw. Naibu Spika wa Muda, kwa kunipa nafasi niseme machache. Kama desturi yangu, ninaunga mkono Voti hii kikamilifu. Kila wakati Voti hii ya Wizara ya Ujenzi na Nyumba inapoletwa hapa huiunga mkono ingawa kwangu hakuna barabara. Nitaiunga mkono kikamilifu Voti hii ingawa sijui kama barabara za Kwale zitategenezwa!

Bw. Naibu Spika wa Muda, ningependa kusifu Wizara hii kwa sababu ya matumizi yake ya ushuru wa mafuta. Kutokana na ushuru huu tumeanza kuona mabadiliko katika barabara zetu, hasa ile ya kutoka Kombani kwenda Lunga Lunga. Lakini jambo ambalo linanishangaza kila mwaka, Bw. Waziri na Katibu wa Kudumu katika Wizara hii huleta maofisa wengi kusikiza Voti hii yao Bungeni lakini wanaporudi ofisini, hatuoni mabadiliko yoyote. Kwa mfano, barabara ya Mombasa hadi Nairobi ni mbaya sana. Juzi nilipopata nafasi ya kwenda Tanga hadi Dar-es-Salaam niliona kuna barabara ambayo imetengenezwa na kampuni ya Katiko. Barabara hii ina miaka saba tangu ijengwe na haina mashimo au potholes ingawa inatumiwa na magari makubwa. Lakini hapa kwetu wasiwasi ni kwamba, kama tulivyoona katika gazeti la *Daily Nation*, ofisa mmoja alikuwa anataka kuwahonga waandishi wa gazeti hili ili waweze kuandika uwongo kuhusiana na ujenzi wa barabara fulani hapa nchini. Huu ni ushahidi tosha wa kuonyesha hila za ofisa katika Wizara hii za kutaka ukweli usisemwe. Jambo hili ni hatari sana. Je, hakuna maofisa wanaokagua ujenzi wakati kandarasi anapewa kibarua cha kujenga barabara kutoka Mombasa hadi Nairobi? Na ikiwa wapo, kwa nini baada ya miezi michache barabara inaharibika? Huo ndio ukweli, ilhali tuna maofisa ambao wamehitimu katika uhandisi wa barabara. Na ikiwa ugonjwa huu wa "10 per cent" hatuutibi haraka, basi tutasema tu bila mafanikio yoyote. Ombi langu kwa Katibu wa Kudumu na ofisa anayehusika katika ujenzi wa barabara ya kutoka Mombasa hadi Nairobi ni kuwa ni lazima kuwe na usimamizi mzuri wa ujenzi au wa kurekebisha barabara hii. Wahandisi wanaokagua ujenzi wa barabara zetu ni lazima waseme mambo ya kweli kuhusiana na barabara zetu. Lakini tutasema haya mwaka huu, na mwaka jana tulizungumza juu ya barabara ya Mombasa-Nairobi, lakini hali yake ingali mbaya. Kila mwaka tumekuwa tukizungumza juu ya barabara ya kutoka Nairobi hadi Mombasa lakini maofisa wa barabara, hata tukisema, hawatekelezi.

Bw. Naibu Spika wa Muda, jambo ambalo ningependa kusifia Wizara hii ya barabara ni kuhusiana na maofisa wanaohusika na ujenzi wa rural access roads. Hawa maofisa wamefanya kazi nzuri kule Kwale. Hawa ni maofisa wa kusifiwa kutokana na kazi nzuri waliyoifanya katika barabara za minor roads programme, ambazo ziko chini ya mpango wa DANIDA. Rural access roads za Kwale ni nzuri sana. Bw. Waziri amenisahihisha kwamba wanaanza kuingia sasa. Hawa wanafanya kazi nzuri. Hii ni kwa sababu murrum yao, utumishi wao na kazi yao, hata kama wala pesa, zinaonekana. Wengine katika Wizara hii wanakula sana na hakuna linaloonekana. Hili ndilo tatizo lililoko. Kwa hivyo, hawa watu wa minor roads programme yafaa washukuriwe kwa sababu kazi yao inaonekana.

Bw. Naibu Spika wa muda, kuna wimbo wa kihistoria kuhusu Kwale-Kinango Road. Pesa za kuweka hiyo barabara lami hazipatikani. Lakini pesa za kuweka lami barabara zingine zapatikana. Hayo ni madhambi makubwa kwa sababu hata sisi twalipa Petroleum Levy. Kila mwaka, pesa za Kwale-Kinango Road hazipatikani lakini pesa za kuweka lami barabara zingine ambazo sitazitaja ziko, na pia makontrakta wa kuweka lami barabara zingine wako. Lakini tunaambiwa "When funds become available" for Kwale-Kinango Road! Hii ni hatari sana. Ukifinyia

mwenzako sana, mwisho atatoa sauti. Tumefinyiliwa sana kwa Kwale-Kinango Road.

Kuna pia jambo lingine la kuhuzunisha sana. Hii ni kuhusu Kwale-Kombani Road. Mwaka jana tulipewa Kshs10 milioni. Waziri na Katibu wa Kudumu katika Wizara wako hapa na yafaa wasikie. Tulishukuru sana na kusifu Wizara na Serikali. Kshs4 milioni zilitumika lakini Kshs6 milioni zilitoweka kwa sababu watu wa Kwale walilala maziwa lala. Mkubwa mahali fulani aliamua kunyakua Kshs6 milioni. Mpaka sasa Kshs6 milioni hazijulikani ziko wapi. Tuliahidiwa ya kwamba pesa zingine za kutumika kwa Kwale-Kombani Road zitatolewa na hatujazona mpaka leo. Lakini AIE holder pamoja na nyanya yake na babu yake wamekula hizo pesa. Na isitoshe, Katibu wa Kudumu pamoja na Waziri walikuja mpaka Kwale na kutazama ile kazi hizo Kshs4 milioni zilifanya. Hiyo kazi hata haitoshi Kshs1 milioni. Zile Kshs4 milioni zilitumika vibaya. Walimwaga kokoto barabarani na wakauza kokoto na madramu ya bitumen yakachukuliwa. Na hapa tutaambiwa tuiapatie pesa Wizara hii. Tutawapa pesa lakini ni lazima tuseme mambo mengine. Ile kokoto iliyowekwa kwa ile barabara ya Kwale-Kinango hakuna.

Ni vizuri sana kama Rais anakuja mahali kwa sababu magreda yapatikana na barabara zinakuwa nzuri. Lakini Rais akitoka, wazee wanaotengeneza barabara kule Kwale wanaenda Diani Beach Hotel kwa sababu kule kuna nyama choma, supu na kadhalika. Lakini mpaka sasa, ile murrum ya Kwale-Kinango Road bado iko

**[Mr. Boy]**

barabarani. Sasa mimi nauliza, kwani hawa inginia hawaoni kwamba kokoto mbaya imetumika? Na sisi twatingisha sana mpaka mkono unakatika. Sisi twatingisha kidole na tutatingisha zaidi. Shida yetu kubwa ni baadhi ya maofisa wa Serikali. Kokoto safi imewekwa kutoka Kwale hadi Kinango, na imelala kwenye barabara mpaka sasa na greda haijapatikana.

Nilimshukuru Mtukufu Rais alipokuja Kwale. Alisema tutapewa Kshs1 milioni za kurekebisha matrakta mabaya. Hizo pesa zilitumika na trakta inayofanya kazi sasa ni moja. Ningetaka kuwauliza hawa maofisa kama hizo pesa Kshs1 milioni zinaweza kutengeneza trakta moja? Sasa jamani, Kshs 1 milioni zinatengeneza trakta moja tu? Salale! Hii ni hatari bin danger. Jambo hili ni lazima lichunguzwe kwa sababu hatuamini kwamba Kshs 1 milioni zinaweza kutengeneza trakta moja tu. Sasa jamani, mnatafuta wezi wa aina gani kama hamwezi kuwachukulia hatua maofisa wafisadi kama hawa? Lazima kikosi cha kupambana na ufisadi kiwachunguze baadhi ya maofisa hawa kwa sababu ufisadi umezidi. Pesa ambazo zilitolewa na Serikali ni Kshs1 milioni, lakini trakta inayofanya kazi ni moja tu. Tulimshukuru Mtukufu Rais na kumpigia makofi kwa kutuahidi kuwa Serikali ilikuwa imetenga Kshs1 milioni kurekebisha matrakta yote. Wakati pesa hizo zilipokuja, maofisa hawa walisema, "Wacha tutawaonyesha, methali; hawa ni Waswahili, tutawaonyesha uswahili". Baada ya pesa hizo kupokewa, ziliporwa zote na kile tunachooni ni trakta moja tu inayofanya kazi na mpaka sasa hayo mengine hayafanyi kazi.

Kwa hayo machache, ninawapa pesa hizo waende "wakazile".

**Mr. Kariuki:** Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to make a few observations about this debate. Listening to what my hon. friend was talking about and also considering the situation on the ground, I think time has come when the Ministry of Public Works and Housing should now sit down following what the hon. Members have talked about.

It is true that every hon. Member here is very happy to see nearly all the Ministry officials are here with us. This has been happening all the years through since 1993. This is one of the Ministries which mobilizes its officers to come to the House to listen to the debate. The only problem here is that whether the hon. Members have not been able to express themselves clearly to the officials of the Ministry so that they can understand the problems hon. Members are facing out there in their constituencies. We have all the personnel we need, we have all the technicians, architects and others qualified personnel, but what bothers all of us here, is whether they ever sit down and make decision based on what they see on the ground or hear.

Nowadays, if a road is repaired, it does not take even one year before the same problem recurs again. That is a big challenge to the officials of this Ministry. They cannot say they are not qualified because I am sure they went through good universities and they have the experience. If we look at these officials from the Ministry who are seated on the Civil Servants Bench, they are no young persons there. These are elderly people with experience, but we wonder why, at least, for a moment for one year, they cannot do a good job, especially this election year. Why do they not forget all the things they have done previously? If there is any Ministry which has got qualified personnel, it is this Ministry, but the kind of job that they do has got a lot to be desired. If we look at the roads when they are making bumps, there are bumps which are put all over the township, and it is a deliberate move for embezzling Government funds. We do not need three bumps within a very short distance. In some areas, they have put up even six bumps and they are made in a way that they do not care about people's vehicles because no one supervises the work.

Mr. Temporary Deputy Speaker, Sir, I sympathise with the Permanent Secretary who is running these officers around us because I think something needs to be done. If we can only get better personnel from overseas to work

here, let us import them because we are in a big mess. If our people are incapable of doing the work, we can get other people to do it. They just misuse all the money we get from the World Bank and other places. We know that the World Bank is going to support some of the rural access roads and other roads. We know for sure that the District Development Committees (DDC) are given money, but that is to rationalize corruption from top to bottom. In a DDC, there is a small committee called Executive Committee of DDC. What do they decide? Money is shared by these officers. It is no good. I feel very sorry when I am talking like this. I am an old person and I do not like to castigate my friends, people of the same age as myself, but I feel bitter when I see that the Government is being frustrated by people who are earning from it and who will retire and continue earning money from it. They are "milking" that cow to death. I think it is important that the Ministry and the officials sat down and decided to open a new chapter and do a good job. I think this should be done.

In Laikipia, we have about Kshs440,000 allocated for rural access roads. The other day I was very sympathetic to the Permanent Secretary because he authorized about Kshs300 million to build a bridge in a place called Steam, but within a short time and after the bridge has taken off, we heard that there was no money. Why do such things happen? Is it because we are promoting people on tribal basis? Is it because we have too many godfathers protecting some of the officers? What has gone wrong? I think it is very serious and I would like this Ministry to view the wishes of Members very seriously because I think we are now going for elections. We are going to face the public and they will ask us many questions. We will have no answers, but we will have been undermined by our own officials. In this case, Opposition is better because they are open. They will say what they want and what they do not want, but our officials will "eat" this Government like a cancer in the body politics. I have been talking to the DDC people trying to ask them to spend very little money on a few roads, but they say that there is no money. We are just being told that there is money voted for that road, but eventually get no money for it.

Now, if the same way roads are supervised is the same way buildings are supervised, in the next 20 years, we will have nothing but collapsing buildings in this country. If magendo is shifted from roads to the construction of buildings, then it is very sad. We will suffer in the next few years to come. I think the Ministry has taken note of that.

I want to talk about the Maralal Road. It is said that this road will be tarmacked very soon from Rumuruti to Maralal. I do not know why the officer who designed that road through funds from ADB decided to have the road pass through the ranches other than where people are. I do not understand whether this officer had knowledge of the area. He just sat down and said; "let us follow the Maralal Road". You can use that road if it goes through where the population is, and get to Maralal without spending any money. The money which was lost was used for designing the road which followed the said route. I think we can do away with that money. It was about Kshs30 million for designing the road. We can forget that money and shift that road to where the majority of the people live. We should not just create a road simply because the Samburu people say they want a tarmac road, or the Laikipia people say they want a tarmac road to Samburu. We want roads to go through where the population is.

I do not know whether there is any economic consideration when we decide which road to be tarmacked or not. It is just done politically because So and So comes from a particular area, or simply because the people of a particular place voted for KANU or the Opposition. What are the criteria used? The criterion should be the economic viability of an area. If it is a security road like the Rumuruti-Nanyuki Road, which connects Laikipia, Baringo and Eldoret, it is understandable.

With those few remarks, I beg to support.

#### ADJOURNMENT

**The Temporary Deputy Speaker** (Mr. Ndotto): Order! Hon. Members, it is now time to adjourn the House. The House is, therefore, adjourned until tomorrow, Wednesday, 23rd July, 1997, at 9.00 a.m.

The House rose at 6.30 p.m.