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NATIONAL ASSEMBLY

OFFICIAL REPORT

Thursday, 24th July, 2003

The House met at 2.30 p.m.

[Mr. Speaker in the Chair]

PRAYERS

PAPER LAID

The following Paper was laid on the Table:-

The Nomination of Members to the Anti-Corruption Advisory Board

*(Mr. M. Kariuki on behalf of the Chairman,
Departmental Committee on Administration
of Justice and Legal Affairs)*

Mr. Speaker: Dr. Machage, do you have a Paper you want to table?

The Assistant Minister for Home Affairs (Dr. Machage): Mr. Speaker, Sir, I would like to request the Chair to give me one more week to table the Papers I was supposed to table today on the finances given to the NGOs in this country in the year 2000.

Mr. Speaker: Dr. Machage, do you want to table the Papers?

The Assistant Minister for Home Affairs (Dr. Machage): No, Mr. Speaker, Sir. I would like to be allowed to table these Papers after one week.

NOTICES OF MOTIONS

ADOPTION OF REPORT ON NOMINATION OF KACAB MEMBERS

Mr. M. Kariuki: Mr. Speaker, Sir, on behalf of the Departmental Committee on Administration of Justice and Legal Affairs, I beg to give notice of the following Motion:-

THAT, this House adopts the Report of the Departmental Committee on Administration of Justice and Legal Affairs on the nomination of members to the Kenya Anti-Corruption Advisory Board laid on the Table of the House today, 24th July, 2003.

Mr. Speaker: Thank you, Mr. M. Kariuki. I hope that, that Motion will be given the first priority.

Mr. M. Kariuki: Mr. Speaker, Sir, I also hope that this Motion will be given the first priority.

Mr. Speaker: I thought I saw Mr. N.M. Nyagah here! I notice that the Leader of Government Business is not here!

An hon. Member: Mr. N.M. Nyagah is here!

Mr. Speaker: Mr. N.M. Nyagah, could you, please, take up this matter with the House

Business Committee so that we can dispose of this Motion sometime next week?

(Mr. N.M. Nyagah bowed to the Chair)

Thank you.

PUBLIC HEARING FOR SELECT
COMMITTEE ON DEATH OF DR. OUKO

Mr. Sungu: Mr. Speaker, Sir, on behalf of the Parliamentary Select
[**Mr. Sungu**]
Committee investigating the death of Dr. R.J. Ouko, E.G.H., M.P., I beg to give notice of the following Motion:-

THAT, noting that the Judicial Inquiry into the Murder of the late Dr. R.J. Ouko, E.G.H., M.P., was held in public, aware of the fears of witnesses to give evidence in camera; this House orders that the business and proceedings of the Select Committee of Parliament investigating the death of Dr. R.J. Ouko, E.G.H., M.P., be exempted from the provisions of Standing Order No.161 in order to allow public hearings.

(Applause)

QUESTIONS BY PRIVATE NOTICE

Mr. Speaker: Well, according to our Standing Orders, the business of the House will be taken in such a manner as Mr. Speaker shall direct. The experience we have had in last few weeks is that Questions by Private Notice have always been deferred when it should actually be the other way round. Questions by Private Notice are urgent by nature and, therefore, we should handle them first. Today, I will start with Questions by Private Notice. I will begin with the Questions by Private Notice whose hon. Members are present. Is Archbishop Ondiek here?

An hon. Member: He is not here!

Mr. Speaker: Are Mr. Sungu and Prof. Olweny here?

*(Mr. Sungu and Prof. Olweny stood up
in their places and bowed to the Chair)*

I will then begin with the last Question by Private Notice because I am sure that Archbishop Ondiek---

Prof. Olweny: Thank you, Mr. Speaker, Sir.

Mr. Speaker: Order!

(Laughter)

I know that Archbishop Ondiek is not aware of this arrangement. I hope he will make it to the House by the time we finish with the other two Questions by Private Notice.

I will begin with Prof. Olweny's Question.

PROSECUTION OF NCC EMPLOYEES

Prof. Olweny: Mr. Deputy Speaker, Sir, I beg to ask the Minister for Local Government the

following Question by Private Notice.

(a) What happened to the Nairobi City Council (NCC) employees who were apprehended at City Hall with millions of shillings belonging to the council early this year?

(b) When will the officers involved in the scandal be prosecuted?

Mr. Speaker: I hope the Ministers are also present. Probably, they were not aware of this arrangement!

The Minister for Local Government (Mr. E.K. Maitha): Mr. Speaker, Sir, I beg to reply.

(a) On 11th March, 2003, two employees of the NCC were arrested with forged cheques. One employee was George Kangara, who had a cheque of Kshs366,000. He was arrested, taken to Central Police Station and booked under Occurrence Book (OB) No.90/11/03. The other employee was found with cheque No.700140 of Kshs28,000. He was arrested and taken to the same police station and booked under OB No.63/11/03.

The following council employees were also arrested and questioned in connection with scandals. They were, Kenneth Wasiaya Ocholla, Vincent Mate Imala, Peter Ndichu Gitau, Eliud G. Kiambuthi, Machael Auka Ajwang, Caroline Levet, Kimani Kihara, Alex Muhandale Kahengere, John Wanjiru Nderitu and Rosemary Maina.

A total of Kshs21,460,579.05 were siphoned out of the NCC between October, 2000 and early this year. Again, Mr. George Kangara Gichamba was arrested, taken to Central Police Station and booked under OB No.90/11/03. The case is still pending in court. The other case of Mr. Antony Odhiambo is also pending in court.

That is the answer I have for the hon. Member.

Prof. Olweny: Mr. Speaker, Sir, that is a good answer with respect to forged cheques. But is the Minister aware that on 14th March, 2003, it was reported that some employees of the City Council stashed Kshs10 million in cash in their jackets? What is the Minister saying about that?

Mr. E.K. Maitha: Mr. Speaker, Sir, it was reported that the employees were caught with Kshs10 million in cash. The money was recovered and taken back to the council. Even the cheques that were used to siphon the money were found.

*(Mr. E.K. Maitha displayed
copies of the cheques)*

Mr. Speaker: Is that the money?

Mr. E.K. Maitha: These are copies of the cheques used to withdraw the cash that was recovered. The council took the money back, made copies of the cheques and gave the originals to the police. The amount of money was not only Kshs10 million, but Kshs21 million!

Mr. Shitanda: On a point of order, Mr. Speaker, Sir. Is the Minister in order to mislead this House that, when you cash a cheque, you are given back the same cheque? If the money was withdrawn from the bank, the cheques would remain at the bank.

Mr. Speaker: Order! If we are patient, we can get what the Minister is saying. From what I get, some people might write cheques, take money from the council, but never present the cheques to the banks! Maybe, I could be wrong.

Proceed Mr. Maitha!

Mr. E.K. Maitha: Mr. Speaker, Sir, what I am showing here are personal cheques for employees which were written after they had collected the cash. Those cheques were kept and when they were presented to the banks, most of them bounced. We carried out investigations and found out that those cheques were used to siphon cash through the counters. We instituted investigations and the provisional report by the auditors reveals that City Hall lost up to Kshs300 million. I would like to lay on the Table a copy of the report and cheques.

(Mr. Maitha laid the report and copies of the cheques on the Table)

(Applause)

Mr. Serut: Mr. Speaker, Sir, you heard the Minister say that on 14th March, 2003, some people were arrested with Kshs10 million in cash. But because the City Council required that money, they took it and used it. I think the laws of this country are very clear that when one is arrested with any money, it is treated as an exhibit. Why did the council decide to use that money instead of arresting the culprits, taking them to court and using the money as exhibit?

Mr. E.K. Maitha: Mr. Speaker, Sir, what I have shown here are copies of the cheques which were used to siphon the money. Their value is equivalent to the cash that we returned and they are being used as exhibits in that case. These cheques also act as money!

Mr. Ogur: Mr. Speaker, Sir, the report does not indicate when the investigations were started! Maybe, the theft might have started a long way back. When was the report compiled and who was so clever as to start the investigation on that date, and not from far back to recover more money?

(Laughter)

Mr. E.K. Maitha: Mr. Speaker, Sir, when it became evident that the City Council was losing a lot of money, a private auditor, Githongo and Company, was appointed to look into the affairs of City Hall from 1999 to date. This is a provisional report. We are yet to get a final report. But to satisfy Members, I have brought this provisional report to prove that over Kshs300 million is missing at the City Hall.

Mr. Speaker: Last question!

Mr. Wanjala: Point of order, Mr. Speaker, Sir!

Mr. Speaker: What is it?

(Applause as Mr. Kenyatta entered the Chambers)

Mr. Wanjala: On a point of order, Mr. Speaker, Sir, you heard the Minister say that those who were found stealing City Council money were taken to court. Why did the Minister not take the person who tried to bribe him with Kshs5 million to court? That is because the law is supposed to be applied equally to all?

(Applause)

Mr. Speaker: Order! Order! Mr. Wanjala, that should have been a supplementary question if you wished!

(Laughter)

Mr. Wanjala: It is!

Mr. Speaker: Order! Order, Mr. Wanjala! Would you like to respond, Mr. Maitha?

Mr. E.K. Maitha: Mr. Speaker, Sir, that is not related to the Question which was brought to

this House.

Hon. Members: No! No!

Mr. Speaker: Order! You are right! If Mr. Wanjala wants to bring that specific Question to the House, it should be relevant. But it is not relevant now. Last question, Prof. Olweny!

Prof. Olweny: Mr. Speaker, Sir, I thank the Minister for such a good answer, but as one hon. Member has said, if the Kshs10 million was a day's collection as indicated in the report, that incident should have been reported to the police and recorded. Was that done? Was that money recorded at any police station?

Mr. E.K. Maitha: Mr. Speaker, Sir, the Press reports indicated that the people who were arrested that day were taken to a police station. However, the money that was recovered was exchanged with the cheques which I have tabled. Again, the matter is with the police and we cannot discuss it here! That is because the investigations are still going on.

Hon. Members: No! No!

Mr. Speaker: Order! Order! Is the matter in court?

Mr. E.K. Maitha: Mr. Speaker, Sir, I had said in my answer that the matter is in court. The people were taken to the police and later to court!

Mr. Speaker: Very well! Next Question!

Hon Members: What case number?

Mr. Speaker: Order! Order! Next Question now! Hon. Members, I am sorry! I have given you all the indulgence I can. Look at the time we have taken on one Question! I have been extremely generous on that Question, and I think my generosity has come to an end.

Next Question! Mr. Sungu!

HIPPO MENACE IN KISUMU
TOWN EAST CONSTITUENCY

Mr. Sungu: Mr. Speaker, Sir, I beg to ask the Minister for Environment, Natural Resources and Wildlife the following Question by Private Notice.

(a) Is the Minister aware that rogue hippos have invaded the Nyamthoi and Auji river areas of Nyamasaria and Nyalenda in Kisumu Town East Constituency and are posing grave danger to the residents?

(b) What action is he taking to prevent this danger and to compensate the farmers whose crops have been destroyed?

The Assistant Minister for Environment, Natural Resources and Wildlife (Prof. Maathai): Mr. Speaker, Sir, I beg to reply.

(a) Yes, I am aware that there are hippos in Nyamthoi and Auji river areas of Nyamasaria and Nyalenda in Kisumu Town East. But I am not aware of any unusual invasion by those animals. Naturally, hippos inhabit the two rivers and they usually follow the two rivers from Lake Victoria at night and retreat to the lake during the day. The local residents are aware of those movements. Despite knowing this, the residents plant crops on river banks, which are easily accessible by the hippos. In short, the hippos' natural food by the riverbanks has been replaced by crops planted by human beings.

(b) Mr. Speaker, Sir, wildlife conservation issues in the Kisumu Town East Constituency are handled by the Kenya Wildlife Service (KWS) Station in Kisumu, which is headed by a senior warden, assisted by an assistant warden and a ranger force of 18 officers for problem-animal control and a Land Rover fitted with radio communication. On 19th June, 2003 and 2nd July, 2003, two cases of problem-hippos were reported to the KWS Kisumu Station, and the rangers responded to the calls, but found no hippos. The number of reported cases of problem-animals does not raise cause for alarm.

Pursuant to the Wildlife and Management Act of 1989, and in respect to Bill No.16 of the same year, the Minister for Environment, Natural Resources and Wildlife will not be in a position to compensate for the crops destroyed by the hippos. However, the Ministry has initiated a comprehensive review of CAP 376, with a view to explore sustainable options available for compensation.

Mr. Sungu: Mr. Speaker, Sir, perhaps the Assistant Minister has never seen a hippo. It is a huge animal which eats 20 tons in one night. Hippos have trampled upon my constituents' crops! They travel 40 kilometres!

Mr. Speaker: Order! Order! Mr. Sungu, you must be factual to the House; a hippo eats 20 tons in a day? Where on earth?

Hon. Members: Twenty tons of what?

Mr. Sungu: Mr. Speaker, Sir, it is true. It is documented that a hippo can actually eat 20 tons of vegetation in one night.

Hon. Members: That is not correct!

Mr. Sungu: Mr. Speaker, Sir, of what use are hippos to the people of Kisumu? They travel five kilometres, all the way from Lake Victoria, to people's farms. The Western Kenya Tourist Circuit has not yet been activated. There are no tourists who go to that area to watch animals; they are of no use to us. I would like the Assistant Minister to give us permission to hunt them down and eat their carcasses, because they eat our crops.

Mr. Speaker: What is your question, Mr. Sungu?

Mr. Sungu: Mr. Speaker, Sir, of what use are these animals to the people of Kisumu, if they are destroying our crops? Tourists do not go to Kisumu to watch them, because the Western Kenya Tourist Circuit is "dead".

(Loud consultations)

Mr. Speaker: Order! Order, hon. Members! Mr. Assistant Minister, have you understood the question?

Prof. Maathai: Mr. Speaker, Sir, as we all know, there are many species in this world which do not have immediate use to human beings as of now. But in the course of our evolutionary process, every animal will be useful for its own sake.

Mr. Kajwang: Mr. Speaker, Sir, I come from the Lake Victoria region. Since my re-election to this House some seven months ago, five people have been killed by hippos. In fact, hippos are wild in any case. Although I come from near Lake Victoria, since I was born, I have never seen a live hippo. So, they are actually not useful. There is no *mzungu* who will see a live hippo because they come out of the water only at night and spend the day in the lake. So, Madam Minister, could you say that it is now Government policy that all the hippopotamus, wherever they are found, should be killed, so that they do not disturb people?

Prof. Maathai: Mr. Speaker, Sir, I said that - and we have said so in this House before - one of the reasons why hippos destroy human beings is because human beings have encroached on the habitat on which hippos normally feed. If people could avoid planting crops near the river banks, hippos would not bother them; they would eat what is naturally their vegetation.

Mr. Sasura: Mr. Speaker, Sir, I think the Assistant Minister has said that just for the sake of politics. It is not true that human beings encroach on wildlife's territory. The wildlife menace has become too rampant in this country. The other day, baboons invaded Marsabit District Hospital. Since the patients did not have much energy, the baboons invaded the hospital and started taking away food from them.

(Laughter)

Mr. Speaker, Sir, when we reported the matter to the Kenya Wildlife Service (KWS), instead of assisting the *wananchi*, the KWS officers mourned the dead animals, like the elephant that was killed by a fence. Because the current legislation governing this area does not provide for compensation, when will the Assistant Minister bring a legislation to this House to enable Kenyans get compensation for damages caused by wild animals? You were elected to this House by human beings, as the NARC Government, and not by wild animals!

Prof. Maathai: Mr. Speaker, Sir, I did say that the Ministry has initiated a comprehensive review of Cap.376. You will recall that there used to be provision for compensation for damages occasioned by wildlife. However, due to corruption, that provision was withdrawn. But we are now in the process of resuscitating that law, so that we can compensate victims of wildlife attacks.

Mr. Speaker: Could you ask the last question, Mr. Sungu?

Mr. Sungu: Mr. Speaker, Sir, perhaps the Assistant Minister needs to be informed that Nyamasaria area where the hippos destroyed crops, is actually our land. The hippos travel more than five kilometres from Lake Victoria to invade people's farms. I now appeal to the Assistant Minister in a sober manner to get her officers to act to prevent hippos from trampling upon people's crops, because that is our livelihood. Unless that is done, we will be forced to eat the hippos!

Prof. Maathai: Mr. Speaker, Sir, we will do our best.

Mr. Speaker: Very well. Archbishop Ondiek!

Archbishop Ondiek: Mr. Speaker, Sir, I have tried most of the time to request the Assistant Minister to consider---

Mr. Speaker: Order, Archbishop! I am asking you to ask your Question!

Archbishop Ondiek: Mr. Speaker, Sir, I am on a point of order on Mr. Sungu's Question.

Mr. Speaker: I am sorry. Ask your Question now!

DEATH OF MR. STEVEN KOJA

Archbishop Ondiek: Mr. Speaker, Sir, I beg to ask the Minister of State, Office of the President, the following Question by Private Notice.

(a) Is the Minister aware that Mr. Steven Omondi Onina Kojia was killed on the night of 8th May, 2003 by known assailants at Nyamsenda Sub-Location, North East Ugenya, and his body taken by police from Ukwala Police Station to Siaya District Hospital and that to-date the body cannot be traced?

(b) What action has he taken to have Mr. Kojia's killers arrested?

(c) What further action will he take to locate the body for burial and also have those responsible for the loss of the body at Siaya Hospital apprehended?

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

(a) Yes, I am aware.

(b) Investigations into the murder were launched and already, six people have recorded statements. Subsequently, the Senior Resident Magistrate's Court issued a warrant of arrest under Court File No.794/03 in respect of the two known suspects, who have gone underground. The police are still trying to trace them.

(c) The Siaya District Hospital mortuary attendant, from whose custody the body disappeared, has been charged in court. The case is due for hearing on 29th August, 2003. In the meantime, efforts are being made to find the body and hand it over to the deceased person's relatives for burial.

Archbishop Ondiek: Mr. Speaker, Sir, the Assistant Minister is trying to mislead the House.

Mr. Koja was killed, and the police took his body to the mortuary. The Assistant Minister now says that the mortuary attendant has been charged in court. Who is this person who has been charged?

Mr. Speaker: And for what offence?

Archbishop Ondiek: Give his name!

Mr. Tarus: Mr. Speaker, Sir, we are handling two cases; the death of Mr. Steven Omondi Onina Koja and the disappearance of his body from the mortuary. So, the person responsible for the body at the mortuary is going to be prosecuted.

Hon. Members: What is the name of that person?

Mr. Tarus: Mr. Speaker, Sir, I do not know his name, but I know that he is the mortuary attendant.

Archbishop Ondiek: Mr. Speaker, Sir, the Assistant Minister has not answered my question. I asked him to tell the House the name of the person who has been charged in court in respect of this case? Secondly, who took the body away from the mortuary?

Mr. Tarus: Mr. Speaker, Sir, I have said that we are holding the mortuary attendant responsible for the disappearance of the body.

Mr. Omondi: On a point of order, Mr. Speaker, Sir. The Luo community has its own customary rites---

Mr. Speaker: Please, speak a little louder!

Mr. Omondi: Mr. Speaker, Sir, the Luo have certain customary rites which must be carried out in respect to dead bodies. I wanted to ask the Assistant Minister what he is going to do to these Luos if this body is lost? Unless it is recovered, they are going to suffer a taboo that cannot be cleansed.

(Laughter)

Mr. Tarus: Mr. Speaker, Sir, we are working very hard in collaboration with the members of the family to find the body.

Mr. Speaker: Archbishop Ondiek, last question!

Archbishop Ondiek: Mr. Speaker, Sir, the Assistant Minister is saying that the person was taken to court, and that the case has a number. What is the case number and who was taken to court?

Mr. Speaker: And what is the charge?

Mr. Tarus: Mr. Speaker Sir, I have said that the mortuary attendant was taken to court over the disappearance of the body. I do not have the name of the attendant taken to court. However, I can provide it on Tuesday, next week.

Mr. Waithaka: On a point of order, Mr. Speaker, Sir. My understanding of the law is that there is no property in a dead body. Therefore, the mortuary attendant could not have been charged with its disappearance. That is why the Assistant Minister is not in order to take the House round in circles. There must be a specific person who was charged with a specific offence, and there must be a criminal case number. What offence was that person charged with and what is the case number?

(Loud consultations)

Mr. Speaker: Order! I think we will give the Assistant Minister the chance to answer that because I can understand the worry of Archbishop Ondiek. It is unusual for a dead body to be - well, I do not know if you can actually steal a dead body - unlawfully taken from a mortuary.

(Laughter)

I will allow the Assistant Minister to find out the name of the mortuary attendant and also answer the question raised by Mr. Waithaka, as to what offence was committed. However, it is likely to be negligence of duty - it is the one I would have brought against the attendant if I were the person charging him. Mr. Assistant Minister, will you, please, get these details in order to rest the case on Tuesday, next week? The family must be very concerned. However, only that bit will be dealt with. The whole Question will not be repeated.

Mr. Tarus: Mr. Speaker, Sir, we shall bring only that bit of information on Tuesday.

Archbishop Ondiek: On a point of order, Mr. Speaker, Sir. Last week, the Assistant Minister said that he was going to bring a clear Ministerial Statement. We gave him a whole week to go and investigate what happened to this person who was murdered. What action has he taken to find out the name of the murderer and what happened to the body? Did the body move from the mortuary on its own?

(Laughter)

Mr. Speaker: Order, hon. Members! It appears as if the Assistant Minister has not been given proper details.

(Applause)

If I were the Assistant Minister, before I come to the House, to which I am responsible, I would first ensure that I have been given the correct information. After all, the officers who supply answers are employed to do exactly that. They are under his responsibility and are answerable to him. Mr. Assistant Minister, will you, please, flex your muscles a little so that we can get the right answers? What happened may be embarrassing to the officers, but let them take the embarrassment rather than you taking it on their behalf.

(Applause)

Is that Okay?

Mr. Tarus: Yes, Mr. Speaker, Sir.

Mr. Speaker: Very Well; on Tuesday then.

(Question deferred)

ORAL ANSWERS TO QUESTIONS

Question No.377

POLICE STATION FOR ALDAI CONSTITUENCY

Mr. Choge asked the Minister of State, Office of the President:-

- (a) What plans he has of providing a police station in Aldai,
- (b) what immediate measures he is taking to upgrade Kapkerer Police Post to a station; and,
- (c) when he would provide vehicles to the three police posts in the Constituency.

The Assistant Minister of State, Office of the President (Mr. Tarus): Mr. Speaker, Sir, I

beg to reply.

- (a) Kobujal Police Post has been proposed for upgrading to a police station.
- (b) There are no immediate plans to upgrade Kapkerer Police Post to a police station.
- (c) Currently, the three police posts are served by one serviceable Land Rover. Additional vehicles will be provided to the police posts in Aldai Constituency as soon as funds become available.

Mr. Choge: Mr. Speaker, Sir, the police posts in Aldai are 40 kilometres apart. This is an area whose terrain is very bad. We have neither roads nor access routes. Is the Assistant Minister satisfied that there is quality enforcement of law and order when one Land Rover is used to serve a whole constituency with a population of 280,000 people?

Mr. Tarus: Mr. Speaker, Sir, we are all aware that we would like to undertake a national reconstruction exercise. I know that, that part of the Rift Valley Province has not been developed for the last 40 years. You can hear the hon. Member saying that there is no road. However, its residents need a vehicle even though they do not have a road. We have said that we shall try to provide vehicles to police stations. I think the Ministry of Roads, Public Works and Housing will also do its work so that we solve not only the security problem but also the lack of roads problem.

(Mr. Abdirahman stood up in his place)

Mr. Speaker: I think this time I am right, that you are Mr. Hassan.

Mr. Abdirahman: Mr. Speaker, Sir, listening to the response from the Assistant Minister, I conclude that it will be very difficult for each one of us to present a Question here about a vehicle for a police station. I would like to know from the Assistant Minister what plans he has to provide police vehicles countrywide where they are needed. Are there specific programmes for the whole country?

Mr. Tarus: Mr. Speaker, Sir, we do not rely on hon. Members to ask Questions in order for us to provide vehicles. We have an elaborate programme to provide vehicles across the country to the over 300 police stations.

Mr. Ndile: Bw. Spika, Waziri Msaidizi amezungumza juu ya magari peke yake na hali tunajua kuwa polisi hawana hata viatu. Hii ndiyo sababu wanashindwa kukimbizana na wezi. Tungependa Waziri Msaidizi atuhakikishie kuwa hata viatu atawanunulia maofisa wa polisi.

(Laughter)

Mr. Speaker: Have you followed what he has said?

Mr. Tarus: Mr. Speaker, Sir, I do not think that, that is accurate. He has said that our police officers do not have shoes. That is not true! However, we have said---

Mr. Speaker: Order, Assistant Minister! Tell the House what you know as a matter of fact. When you say that you do not think that it is true, you are engaging in conjecture. Tell the House what you know. Is it true or not that the police officers do not have - actually Mr. Ndile they are called boots - boots?

Mr. Tarus: They have boots and not shoes!

(Applause)

Mr. Sambu: Mr. Speaker, Sir, last year, I was told that Land Cruisers were bought for every police station and police post. What became of these Land Cruisers? Every three police posts in the country were supposed to have one Land Cruiser. Where are they?

Mr. Tarus: Mr. Speaker, Sir, I would be very much interested to provide more information on this if the Member puts a Question.

Archbishop Ondiek: On a point of order, Mr. Speaker, Sir. The Assistant Minister promised this House that he would bring the registration number of the vehicle which was supposed to be taken to Ugenya. Up to now, I have not received that information. Could he now tell the House when that vehicle will be taken to Ugenya, and also give us its registration number ?

Mr. Tarus: Mr. Speaker, Sir, I undertake to bring the registration number on Tuesday, next week.

Mr. Speaker: Very well, I get the feeling that actually the Assistant Ministers require a lot of support from their Ministers and their---

(Applause)

And from those civil servants who work in their various offices. I think Assistant Ministers require support to understand what is going on in their Ministries. Sometimes they go through a lot of trouble here in the House.

Very well, let us have the next Question.

Mr. Weya: On a point of information, Mr. Speaker, Sir.

Mr. Speaker: Who are you informing? Are you informing the Chair?

Mr. Weya: I am informing the House.

Mr. Speaker: No, you can relax, the Chair is all-knowing.

(Applause)

Let us have Mr. Samoei's Question.

Question No.316

REPAIR OF ELDORET-ZIWA-SEGERO ROAD

Order, Members. Is Mr. Samoei not in the House? His Question is dropped.

(Question dropped)

Let us have the next Question by Eng. Okundi.

Question No.484

HEALTH CARE FACILITIES FOR RANGWE

Eng. Okundi asked the Minister for Health:-

(a) whether he is aware that the Government has promised to build health centres for the people of Rangwe Constituency;

(b) what measures he has put in place to build hospitals/health centres in Rangwe Division in the financial year 2003/2004; and,

(c) what steps he has

taken to provide staff to man health centres which have been completed through the efforts of *wananchi* in the constituency.

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

(a) I am not aware that the Government specifically promised to build health centres for the

people of Rangwe Constituency. The Ministry, in planning for the district, would need to consider the geography of the local area in order to determine the number and type of health facilities to be constructed. In addition, the demand for more health centres from the community should be channelled through the District Development Committee (DDC) so that the necessary planning can be undertaken.

(b) In the financial year 2003/2004, the Ministry has set aside Kshs500,000 for the rehabilitation and improvement of rural health facilities in Rangwe Constituency.

(c) The Ministry currently faces a serious shortage of nurses and clinical officers to man the various Government health centres in the country. The Ministry has, however, provided a nurse at Ogwanda Dispensary and will second some staff to Mbegu Dispensary before the end of the year.

The Ministry is committed to the provision of quality health care, and will continue to assist such community efforts as far as the available funds and human resources allow.

Eng. Okundi: Mr. Speaker, Sir, that is a standard answer which has always been given in this House, and we do not achieve anything after receiving it. The Question of health is a very serious one. All those health centres in my constituency do not have water, nurses and drugs and, furthermore, a number of doctors are missing. So, *wananchi* go there for treatment only to be turned away because facilities are not there.

The Assistant Minister has said that they have provided a nurse in one of these facilities. This is nothing! The day they---

Mr. Speaker: Order! Order, Eng. Okundi!

Eng. Okundi: Mr. Speaker, Sir, I would like to get specific answers to the Question I have asked and the exact money that has been set aside to deal with those problems that I have enumerated. Kshs500,000 is peanuts; in fact, it can do nothing.

Thank you very much.

Mr. Konchella: Mr. Speaker, Sir, I have given specific answers to the questions asked, and I do not know what other specific answers he wants.

Mr. Ngoyoni: Thank you, Mr. Speaker, Sir. The other day, one of us was sent out of this House because a Minister gave some funny answer and he referred to it as "foolish". It was said that he used unparliamentary language. The Question that was asked by the hon. Member raises problems that are widespread. Could the Assistant Minister tell this nation whether various health facilities can employ their own staff, because most of them lack staff?

Mr. Konchella: Mr. Speaker, Sir, I have said several times that health facilities in the country are facing the problem of staffing. The Ministry is looking forward to employing more nurses during the current financial year. We will ensure that all district hospitals and dispensaries in the country get the necessary staff.

Dr. Awiti: Thank you, Mr. Speaker, Sir. This Question is very important, and it is not only applicable to Rangwe. Even in Karachuonyo, we have eight health centres and two hospitals which lack the necessary facilities. Could the Assistant Minister consider visiting these places so that he can see the gravity of the problem?

Mr. Konchella: We will do so if we are invited.

Mr. Speaker: Very well, let us have the next Question by Mr. M.A. Haji.

Mr. Sasura: On a point of order, Mr. Speaker, Sir.

Mr. Speaker: Order, Order! Hon. Members, I still have a lot of your colleagues' Questions which have not been answered.

Mr. Sasura: Mr. Speaker, Sir, I just want to bring to your attention something. I have just come to sit here and there is a pair of shoes lying here!

(Applause)

Mr. Speaker: Order! Order! Order, Members! Are you telling me that some pair of shoes walked itself to where you are?

Mr. Sasura: I was just bringing the matter to your attention. You see, everyone here is putting on shoes and I just found these shoes without their owner!

(Mr. Obwocha wore the shoes)

But they have just been claimed by hon. Obwocha.

Mr. Speaker: What did you say? Order, hon. Members! You know, these are the kind of things we read in a primary school book called *Abunuasi*. We did not know that these things could happen. If they do happen, I am ordering the Serjeant-At-Arms to take all the shoes without their owners and keep them somewhere.

(Applause)

As a matter of interest, how did it happen?

Mr. Speaker: Order, hon. Members! Mr. Sasura, what happened to the "ownerless" shoes?

Mr. Sasura: Mr. Speaker, Sir, I told you that immediately I raised the issue, Mr. Obwocha walked from that corner and took the shoes which means he walked there without his shoes.

(Laughter)

Mr. Speaker: Order, hon. Members! May I remind all hon. Members to walk into the Chamber with their shoes on and remain with their shoes on for all the duration they are in the Chamber.

Next Question, Mr. M.A. Haji!

Question No.501

AMBULANCES FOR TAKABA/
BARISA HEALTH CENTRES

Mr. M.A. Haji asked the Minister for Health when she will provide ambulances to Takaba and Barisa health centres to deal with emergency cases.

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

The Ministry will provide vehicles to support Banisa and Takaba health centres during this financial year to deal with emergencies.

Mr. M.A. Haji: Mr. Speaker, Sir, while I appreciate the Assistant Minister's answer, I want to say this: Barisa and Takaba health centres are over 300 kilometres away from Mandera District Hospital where we refer patients. For one to be assisted with an ambulance which is stationed at Mandera District Hospital, he has to use the DC's radio call. When that is done, the management of Mandera District Hospital orders the patients to pay Kshs5,000 as a cost-sharing fee. It is a very difficult situation for somebody who is 300 kilometres away from Mandera District Hospital to pay Kshs5,000 in order to be assisted with an ambulance. As we wait for the Assistant Minister to provide transport in these health centres, could he request the management of Mandera District Hospital to waive this fee?

Mr. Konchella: Mr. Speaker, Sir, the Ministry is not aware that people are being charged

Kshs5,000 and if it is so, we will find out from the Provincial Medical Officer (PMO) and instruct him to deal with the situation accordingly.

Dr. Galgalo: Mr. Speaker, Sir, you will recall that two years ago when we were in the Government, we provided ambulances through the National Hospital Insurance Fund (NHIF) to all district hospitals and we planned to extend that to cover all health centres within the country. Is the Ministry still going on with that plan or what alternative plan do they have?

Mr. Konchella: Mr. Speaker, Sir, whoever authorised that sort of expenditure was the KANU Government. We have a different provision this time.

Mr. Billow: On a point of order, Mr. Speaker, Sir. The Assistant Minister should know that he represents a Government and a Government has always been there, whether it is KANU or not. However, the question is: There was an agreement by NHIF to provide ambulances to all district hospitals. What happened to that arrangement? You should answer the question!

Mr. Konchella: Mr. Speaker, Sir, the Ministry will use the funds allocated by this House to buy medical and health requirements, but not through other funds that are not for the Ministry.

Mr. Wario: Mr. Speaker, Sir, given the long distances covered in these ASAL areas, coupled with emergency situations where sick patients need ambulance services, does the Assistant Minister have any plans to provide extra ambulances in all ASAL districts?

Mr. Konchella: Mr. Speaker, Sir, the Ministry has plans to buy four-wheel ambulances or pick-ups to serve those areas where the normal ambulances cannot be able to operate in this financial year.

Mr. Speaker: Next Question, Mr. Wanjala!

Question No.346

WILD PIGS MENACE IN BUDALANG'I

Mr. Wanjala asked the Minister for Environment, Natural Resources and Wildlife:-

- (a) whether he is aware that farmers in Bunyala South, Hajula, Bunyala Central and Bunyala West locations in Budalang'i Constituency cannot farm because of wild pigs from Yala Swamp destroying their crops;
- (b) whether he is further aware that there are no Game Wardens in Budalang'i Constituency despite the available accommodation in Rukala dispensary; and,
- (c) what urgent measures he is taking to ensure that Game Wardens are sent to Budalang'i to protect the farmers from the wild pigs and enable them to grow crops.

The Assistant Minister for Environment, Natural Resources and Wildlife (Prof. Maathai): Mr. Speaker, Sir, I beg to reply.

(a) No, I am not aware that farmers in Bunyala South, Hajula, Bunyala Central and Bunyala West locations in Budalang'i Constituency cannot farm because of wild pigs from Yala Swamp. While it is true that wild pigs inhabit Yala Swamp, Kenya Wildlife Services (KWS) has received one report on crop destruction since January 2003. The report was received from Mau Mau Location on Friday, 20/6/2003 and was promptly attended to the following day.

(b) I am aware that there are no Game Wardens in Budalang'i Constituency but KWS has received a request to open up [an outpost at Budalang'i. However, due to lack of adequate resources, all conservation matters are co-ordinated from the Kakamega Station.

(c) Subject to availability of resources such as rangers, vehicles, radio communication and suitable accommodation, KWS will consider opening an outpost in the area to provide conservation services. In the meantime, KWS will continue to provide services from the Kakamega Station.

Mr. Speaker: Order, hon. Members! I actually realise that I have only two minutes to end

Question Time and I do not think I will be doing justice to Mr. Wanjala's Question by allocating it two minutes. I have one or two things to say. Mr. Wanjala, therefore, with your indulgence and that of the House, I will defer your Question with all the other remaining Oral Questions. So, they are deferred to sometime next week. That ends Question Time.

(Question deferred)

Question No.371

TITLE DEEDS FOR SETTLEMENT
SCHEMES RESIDENTS

(Question deferred)

Question No.451

NUMBER OF REGISTERED/
ACTIVE TRADE UNIONS

(Question deferred)

Question No.495

GOVERNMENT SUPPORT FOR KAITI
YOUTH POLYTECHNICS

(Question deferred)

Question No.458

PAYMENT OF DUES TO FORMER
KUTIP WORKERS

(Question deferred)

Question No.362

ANNUAL GENERAL MEETING FOR
MASINGA CO-OPERATIVE SOCIETY

(Question deferred)

**COMMUNICATIONS FROM
THE CHAIR**

POST-ELECTION ORIENTATION
SEMINAR FOR MEMBERS

Mr. Speaker: Hon. Members will recall that earlier this month, I had informed the House that we were going to have a series of activities concerning us and amongst them was an orientation seminar for Members of Parliament. That orientation seminar for Members of Parliament begins tomorrow until Saturday at the Safari Park Hotel beginning at 9.00 a.m. We will have resource persons from here and abroad. The purpose of the seminar is to acquaint hon. Members of their various roles as Members of Parliament, the procedures of the House and other issues relating to their role as Members of Parliament. This is the third in a series of such seminars which begun for this House in 1993 and followed the 1997 General Elections. So, we will have the third of this series. I wish to inform hon. Members that these Seminars are very enlightening and important. I, therefore, urge all hon. Members to attend and participate in the Seminar. You have now had a feel of the House for the last four to five months. There may be things that are not clear in your minds about how Parliament operates, what is your role and such like things. Tomorrow's and Saturday's seminar will give you the opportunity to clear your doubts, if any, on those various issues by asking your colleagues, colleagues from outside the country and even non-parliamentarians who will be resource persons. So, you are most welcome and I look forward to seeing all of you in that very important seminar.

HOSTING OF CPA (AFRICA
REGION) CONFERENCE

Mr. Speaker: We will be hosts to the Commonwealth Parliamentary Association (CPA) Africa region. We will have a small delegation, like everybody else, under the rules, but we welcome as many hon. Members as possible, as observers. We will also ask some hon. Members in this House to accompany hon. Members and other delegates who are non-Kenyans who will be touring some parts of this country. Please, do volunteer to help those guests. I thank all of you in anticipation.

Next order!

COMMITTEE OF SUPPLY

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

MOTION

THAT MR. SPEAKER DO NOW
LEAVE THE CHAIR

Vote 13 - Ministry of Roads, Public Works and Housing

*(The Minister for Roads, Public
Works and Housing on 23.7.2003)*

*(Resumption of Debate interrupted
on 23.7.2003)*

The Assistant Minister for Environment, Natural Resources and Wildlife (Prof. Maathai): Thank you Mr. Speaker, Sir. I was appealing to the Minister for Roads, Public Works and Housing to pay attention to the fact that the vegetation found on the road reserves or between roads

where you have a dual carriageway is extremely important for protecting soil and preventing soil erosion. I said that while I have observed the cutting of trees and vegetation generally, I have never observed planting of the same. So, in some areas, after the cutting, the ground is literally left bare. The soil is then exposed and quite often you will see gulleys along the roads especially in steep areas. This is a major cause of soil erosion which becomes massive when it rains. I know that the routine at the moment is to clear-cut vegetation along the road reserves including, food crops. The other day, I observed that banana plantations and nipper grass planted along the road reserves are removed yet these is the vegetation that holds the soil firmly along the road reserves. I would appeal to the Minister to ensure that this vegetation is not cut.

We have a lot of accidents in this country, but I dare say that road accidents---

(Loud consultations)

Mr. Speaker: Order! Order! Order, Members! I think we must communicate. The hon. Assistant Minister is making a contribution and we all need to hear what she has to say. The Minister for Roads, Public Works and Housing and the House at large need to hear what she has to say. Now, can we give her a chance.

Proceed Professor!

The Assistant Minister for Environment, Natural Resources and Wildlife (Prof. Maathai): Thank you very much, Mr. Speaker, Sir. I am belabouring on this issue because I know the routine does not allow vegetation along the road reserves and yet I have observed that the clearing of these vegetation is greatly facilitating soil erosion. Next time you travel, you will observe this. I also want to say that these vegetation is extremely important especially in areas where agriculture is the predominant activity, for example, in the high potential areas where land has literally been tilled for crops. The only areas where you can find natural biological diversity is along these road reserves. Therefore, the vegetation along the road reserves acts as a hot spot for natural vegetation and so when it is cleared and burnt, we are literally destroying the only natural biological diversity left in those areas. It is in these vegetation where small wild animals hide. The flowers with their pollen that are found in that area assist the evolutionary process. I am appealing to the Minister to assist us in this case because of those reasons. Also, I would request that these vegetation be protected because in many of our fields, there is very little exchange of wild genes because we have monoculture. Without these vegetation along the road reserves, we are literally turning our countryside into a monoculture. I will leave that point at that, but I hope I have made a case.

Mr. Speaker, Sir, I want to appeal to the Minister to consider side-walks and paths for bicycle riders along the roads. This morning, as I went to work, I actually observed a cyclist who had just been knocked down by a vehicle and was lying dead on the road. Next to him, was his bicycle. Many people in this country are killed because there are no ways for cyclists, and as we all know, even for pedestrians who form the majority of road users in this country. In fact, there are no provisions for side-walks or bicycle paths along the roads.

Mr. Speaker, Sir, with respect to housing, I would like to say that I have always wondered why it cannot be made mandatory that all houses should have the very fine wiremesh on the windows. This way we will keep mosquitoes out of our homes. If this was made mandatory, we would not be investing expensively on mosquito nets. If only every window was accompanied by the fine wiremesh, that would go along way in reducing the number of mosquitoes that invade our homes.

I would like to encourage local architects--- It is a shame that if you go to many countries you can almost tell where you are simply because of the architecture. In our country, there is very little encouragement of African architecture. We need to give our cities some kind of architectural identity that reflects on our culture and heritage.

I want to support my colleagues who have mentioned that most of us will never own a house because of the high interest rates on loans that we get from housing finance corporations. I think it is very important for the Minister, to revise the interest rates on loans for housing estates and lower them, especially when the interest rate is on a loan for buying a house. In some countries, if you want to buy a house, you get a special interest rate because there is deliberate effort by the government to support its citizens to own homes. In this country, there are very few people who can own a home because of the high interest rates. It is also good for us to encourage the use of local biological materials when building houses. In fact, one of the reasons why the building of homes is so expensive is that we do not use local materials. It is amazing that we are moving away from stone and cement to slums; where we use cartons and plastics to build houses. There is no allowance for the lower middle-class or even the lower-class to enable them have decent houses even if the houses are made of mud. I do not know why we think that mud houses are unacceptable. After all, stone is earth under pressure!

Mr. Speaker, Sir, I would like to say that although there is a lot of pressure for housing in this country, we must also protect our forests. It would be completely irresponsible for us if we decided that the many people who have no land on which to settle, should be settled in the forests. We have said so many times, and we want to emphasize, that we must protect our forests, especially our catchment areas. We have a lot of land in this country, especially in Arid and Semi-Arid Lands (ASALs), if only we would rehabilitate them. We should invest in these areas and reclaim them and they would be available for food production, livestock keeping and other activities instead of continuing to encroach on the catchment areas in the forests. There is need to encourage timber industries to plant their own trees for timber. We have developed a culture where the Government provides logs for the timber industries instead of encouraging privatisation of tree production, so that many of the users of timber would invest in the production of trees. Finally, I want to encourage the Minister to introduce environmental training in the Ministry because we need this knowledge.

With those few remarks, I beg to support.

Mr. Chepkitony: Thank you, Mr. Speaker, Sir, for giving me this opportunity to contribute on this very important Vote. This Ministry is charged with the responsibility of maintaining our infrastructure, which is very important. We cannot live without good roads. Bad roads have caused underdevelopment in some areas. I would like to urge the Minister to supply enough machinery and equipment to every district because without them, it will not be possible for engineers to carry out maintenance and rehabilitation works in the districts. I have in mind motor graders, bulldozers, tippers, tractors and trailers, which are very necessary for road construction and maintenance.

Many parts of this country are suffering from poor roads which were destroyed by the *El Nino* rains. We still have potholes that were caused by the *El Nino* rains. In Nairobi City, we still have streets which have not been repaired after they were destroyed by the *El Nino* rains. It has taken too long to repair them. Bad roads are all over the country. We have bridges which were destroyed by the *El Nino* rains and have not been repaired. I want to urge the Minister to visit all parts of this country and see the state of our roads. I have heard that the Minister has been visiting certain parts of the country and I would like to urge him to visit the districts which he has not visited, to see for himself the condition of the roads and see the amount of work which requires to be done.

Mr. Speaker, Sir, we have the main highway, A1 Road, from Nairobi, through Nakuru, Eldoret to Malaba. The sections between Timboroa and Nakuru and Nakuru and Naivasha are badly dilapidated. I did not hear from the Minister any proposal to recarpet that road. This is an A1 Road which is very important and should be repaired. I would also like to touch on the construction of new roads. To tarmac a road is very expensive. I know of a road which was tarmacked and within two years, it was worn out. We need to establish a minimum standard for tarmacking roads, which can last for a long time. We should not tarmac roads and within a period of two years, they are worn out. We

should, at least, aim at tarmacking roads that will last for over ten years. We have to be very consistent on that. There is no need of spending a lot of money to tarmac roads and within one or two years, they are worn out. I would like to urge the Minister to be very strict on that and award tenders transparently, so that we can maintain a certain standard of roads.

On the use of our tarmac roads, certain roads are designed to be used by vehicles of specific weights and there are labels to show that. Some roads are not supposed to be used by vehicles whose weight is over 10 tonnes. This provision is violated because there is no strict policing and control on traffic. I would like the Minister to ensure that if a road is not supposed to be used by lorries weighing more than 10 tonnes, this is strictly adhered to. The Ministry should police that.

With regard to the District Roads Committees (DRCs), there is a circular from the Permanent Secretary, Ministry of Roads, Public Works and Housing, saying that hon. Members of Parliament should not be their chairmen. I do not see anything wrong with an MP being a mere chairman of a DRC. A chairman is not an implementing officer. He only chairs meetings and leaves the rest of the work to be done by engineers and other officers. The MPs can chair DRCs' meetings and leave the rest of the work to be done by the officers. In any case, a chairman does not sign any cheques, does not award tenders, but only chairs meetings. The Kshs5 million which is allocated to each constituency per year is not enough. This money is spent on many projects, and it is well spent in many constituencies. If you look at how the money is spent, you will find that it is well used. I would like to urge the Minister to increase this amount, so that we can have 24 per cent instead of 16 per cent. The DRCs should have a say on the allocation of the classified roads.

Mr. Speaker, Sir, I would like to emphasis on the importance of rural access roads. These roads are very important for agricultural production. Without good roads in our rural areas, we cannot transport the agricultural produce to other areas. I would like to request for more funds, particularly through the Roads 2000 Programme. I can see that in the Budget, some districts have been left out on the Roads 2000 Programme, particularly my district; Keiyo. I have not seen any allocation on the Roads 2000 Programme for my district. Whenever I discuss this issue with my District Engineer, he says that he has a number of roads for the Roads 2000 Programme. In this year's Budget, the district has not been covered. I would like to urge the Minister to consider the districts which have not been covered in this year's Budget. Roads play an important role in industrial development. Without good roads, the cost of transport and maintenance of vehicles will be very high. The poor state of our roads makes our goods and services uncompetitive within this region. If we cannot compete with other countries, we will lag behind in development and our goods will not get market.

Mr. Speaker, Sir, I would urge the Minister to consider upgrading some roads in my district. Those roads could be upgraded from rural access roads to either Class E to D, or from Class D to C. These roads are very important. I would like the Ministry to consider this request and upgrade those roads into various classes.

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

(Several Members stood up in their places)

Mr. Speaker: Hon. Members, I would like the Clerk-at-the Table to take names of the hon. Members showing interest to contribute to the Motion before the House. We will ensure that those Members who have shown early interest and remain in the Chambers, have an opportunity to contribute. It has come to my notice that some hon. Members disappear after Question Time. They stay away, come back and get a chance to contribute and leave the hon. Members who have been sitting. That will not happen again! The hon. Members who showed interest to contribute to a Motion before the House must have a priority over those who go out after Question Time and only reappear to contribute.

Secondly, for now, the number of hon. Members on my right side are, probably, five times those hon. Members on my left. Equity demands that those who are many will have an opportunity to contribute. For the time being, the ratio will be two to one. If they want to improve their lot, they must bring back the other hon. Members who are outside to populate the House. If their population goes lower, the ratio will be three to one.

(Applause)

Mr. M'Mukindia: Mr. Speaker, Sir, is it possible for me to contribute from the other side of the House?

Mr. Speaker: That will make your side less populated!

Mr. M'Mukindia: Mr. Speaker, Sir, in the interest of equity, all hon. Members will agree with you that, that is the best course of action.

I rise to support this Vote on the Ministry of Roads, Public Works and Housing. From the onset, I would like to say that the Minister and the Assistant Minister have approached their jobs in a very commendable, an executive and focused way. I am not the only one in this House who has recognised that virtually all the questions that have been asked with regard to this Ministry, have been dealt with in a way that has been satisfactory to most hon. Members. Therefore, the team headed by the Minister is an able one that can handle the problems we are faced with in so far as our road network is concerned.

However, my disappointment is that the amount of money allocated to this Ministry is not sufficient. As we all know, in the last 10 years to 15 years, our road network has been completely dilapidated. The amount of money that we are supposed to raise locally---

Mr. A.M. Mohamed: On a point of order, Mr. Speaker, Sir. Mr. Speaker, Sir, considering the importance of this Ministry, I do not see the Minister or the Assistant Minister in the House. What is happening?

Mr. Speaker: I know what is happening because I found out myself. I am told the Minister and the Assistant Minister are following these proceedings from a room on the other side. The Minister is preparing to answer your questions during the Committee Stage. Therefore, they are within the Chambers. They are all there.

Mr. M'Mukindia, proceed! I will give you an extra minute.

Mr. M'Mukindia: Thank you, Mr. Speaker, Sir. The amount of money that will be raised internally is about Kshs2.6 billion. That money is supposed to rehabilitate our road network this year. However, it is too little given the condition our roads all over the country. I know that there is Kshs8.9 billion which is Appropriations-in-Aid. Really, we cannot depend so much on foreign aid as far as tarmacking of our roads is concerned. Therefore, this money is not likely to make a major dent in the problems that we are faced with in our road system. Therefore, I would plead with the Treasury to see whether they can allocate more money to this Ministry to rehabilitate our roads.

Mr. Speaker, Sir, focusing on the area that I come from, Meru District has been ignored in the last 15 years as far as the road network is concerned. All the major roads in the Mount Kenya East region are in a pathetic state.

[Mr. Speaker left the Chair]

[Mr. Deputy Speaker took the Chair]

This region produces a lot of tea, coffee, milk and vegetables. However, our road system is such that we cannot transport our goods from our farms to market centres. It is quite clear that in the past 15

years, the allocation of resources as far as the road network is concerned, favoured some places at the expense of others. This situation should be corrected so that those areas that were left behind are brought up to the same level with those areas that were favoured in the last 15 years. Meru is one of those areas that was totally ignored. Even when donors have been willing to support the construction and tarmacking of roads in this region, the previous Government actually refused that to be done. I find this, probably, malicious intent. I cannot understand how a Government that represents people can actually deny those same people development. Therefore, there are many corrections that ought to be done. The officers in this Ministry know what I am talking about because they know very well how the allocation of funds was done in the last 15 years. Areas that were not very productive got the lion's share, whereas the most productive areas that continue to earn foreign exchange for this country have been ignored. That is wrong. This should be corrected now.

Mr. Deputy Speaker, Sir, the Ministry has embarked on a very important exercise, but one which is also extremely contentious. This is the demolition or proposed demolition of the illegal structures on road reserves. From the onset, I support that policy. I hope all hon. Members will support this policy because no structures should be erected on the road reserves. I remember the Minister for Roads, Public Works and Housing published a Gazette Notice for people who had illegal structures on the road reserves to remove them, failure to which they would be removed. In the last one week, we have witnessed a lot of verbal skirmishes in the Press regarding who is responsible for the demolition of kiosks and other structures in Nairobi.

Mr. Deputy Speaker, Sir, I would like to emphasise again that I support this policy, and it is important that our roads should be clear of any obstruction. However, I would like to request the Ministry to bear in mind the history relating to the construction of these structures on road reserves or even on what are referred to as illegally acquired plots. In carrying out the very important job of clearing the road reserves, the Minister should bear in mind the following points: First of all, successive Governments in the past; both the Central Government and the local authorities allocated unsuspecting *wananchi* plots and also approved building plans. We are aware that land was used as a reward, either to buy loyalty or to maintain it in the past. The same Government approved the sale and transfer of what is called illegally acquired land or plots. It is, therefore, very clear that successive Governments and local authorities in the past actually abetted and supported the illegal transactions. If that is the case, it means that civil servants in successive Governments who were the custodian of the law and regulations relating to land and road reserves put unsuspecting *wananchi* into trouble. Therefore, it would be wrong, in my opinion, to punish people who are illiterate and who acquired land which was ostensibly legal, having been misled by the custodians of the law. It would be very wrong to punish those innocent and unsuspecting *wananchi*.

Mr. Deputy Speaker, Sir, nevertheless, I know we must clear the roads. Eventually the Minister must do it. I would suggest that the Minister gives sufficient notice to whoever has illegal structures on road reserves. Our neighbours have shown us the way. For example, Tanzania issues a one year's notice whenever a road is going to be constructed. Six months before the notice expires, another notice is given to remind *wananchi* again. Three months before the road is constructed, another notice is given, and then finally, one month before construction begins, the final notice is given to *wananchi*. I cannot understand what is so difficult in our case here that we cannot give our people sufficient notice to remove their structures from the road. It would seem some people have taken advantage of the Gazette Notice that the Minister issued on June 8th to maliciously damage other people's property under the guise that the Government has now ordered that illegal structures must be cleared from the road.

Mr. Deputy Speaker, Sir, Ministers; Mr. Githae and Mr. Murungi have been quoted in this House and outside as having stated that the Government will try to get back all the stolen billions in offshore accounts. The reason why the Ministers are doing that and we support them is because,

rightly, that money belongs to Kenyans. It would be very dismaying, if, after bringing back the over Kshs50 billion, we take it to Uhuru Park and burn it. People would laugh at us because it is part of Kenya's wealth, although it had been illegally acquired. Today, illegal structures which are built on road reserves are part and parcel of Kenya's wealth. We cannot afford to destroy them carelessly. We must save as much as we can while clearing these roads.

Mr. Deputy Speaker, Sir, I was listening to the radio a few minutes ago---

I beg to support.

Mr. Deputy Speaker: Mr. Kenneth!

The Assistant Minister for Co-operative Development (Mr. Kenneth): Thank you, Mr. Deputy Speaker, Sir---

Mr. Marende: On a point of order, Mr. Deputy Speaker, Sir. I am also known as Kenneth.

Mr. Deputy Speaker: I gave the chance to Mr. Peter Kenneth.

The Assistant Minister for Co-operative Development (Mr. Kenneth): Mr. Deputy Speaker, Sir, I would like to inform the hon. Member that Mr. Kenneth is only one, since Kenneth is my first name and there is no Mr. in front.

I would like to support this Motion, and in particular take this opportunity to thank the Minister, his Assistant Minister and the officials of the Ministry for the manner in which they have performed their work for the past six months. I think their determination to ensure that roads are properly done in this country has really awakened the spirits of many people. I would like to appeal to the Ministry, that all roads, which were at any one time tarmacked should be given first priority. They should be fully tarmacked. I think it is unfair for *wananchi* to enjoy a facility, like a road which is fully tarmacked, and when it wears out, it is not considered for retarmacking.

Mr. Deputy Speaker, Sir, as we speak about building roads, infrastructure is a very key area, since we know that development relies on roads especially with regard to agriculture and tourism. I would, therefore, like to appeal to the Ministry to maintain our roads. Some of us have had the opportunity to sit in the District Roads Committees and I can say that it is a shame when we see broken down equipment at the district works offices which should be in working condition. All the equipment for maintaining roads in the districts is actually lying idle because it is in a state of disrepair. This forces the Government to go out of its way to hire services from outside.

Mr. Deputy Speaker, Sir, I would like to support the Ministry on the issue of privatization of major roads. I think privatization of roads in this country is long overdue, especially for the main highway from Mombasa to Busia. I think the number of vehicles that use this road warrant it to be privatized. We have been to Europe and seen very good roads that are in a very good state. The waking giants in the Far East are relying on privatization of roads. I do not see any harm in doing this. However, I would like to request the Ministry, that while undertaking privatization of the roads, they should consider reducing the Petroleum Levy charge which is supposed to maintain the roads. If we have to privatise our roads, there should be a genuine concern on how much is levied on motorists.

Mr. Deputy Speaker, Sir, with regard to road reserves, I agree with hon. M'Mukindia's sentiments. However, I would like to say that the law should be upheld. This is because if we keep giving notices for people to vacate road reserves, and we do not implement them, we get caught up in bad situations. I think that if we say that people should move out of the reserves, then they should move out. The Ministry of Roads, Public Works and Housing should ensure it honours the deadlines.

I am aware that the deadline has expired and I am actually thinking that the Ministry should have moved to all main roads that are classified as "A" and removed every shelter which is on road reserves.

A lot of accidents are taking place in this country because the road reserves have been encroached upon and the motorists have nowhere to hide when avoiding head-on collisions. In this regard, if you look at Thika Road, the roundabout at Githurai and the structures that are there, it is a

shame that the Ministry continues to issue notices to those who have occupied the road reserves. It is a pity that when the Ministry issues notices, it does not take action to evict those with temporary structures there. Of course I sympathise with the people who have injected capital to build on the road reserves, but we must obey the law as it is. Those people knew when they were putting up the structures that it was a temporary occupation and when the time comes they should hand over the place.

The other issue on road reserves is that I believe there needs to be a committee between the Ministry of Roads, Public Works and Housing and the Ministry of Environment Natural Resources and Wildlife, to harmonise issues to do with environment like drainage, and planting of trees along river banks. I am saying this because with time, when rivers overflow, the water sweeps away bridges and this brings me to my next item which is on the issue of bridges.

We have talked a lot about the issue of roads but I think the Ministry also ought to give concern to the bridges. A lot of bridges were carried away by the *El Nino* rains. A lot of them also have no guard rails. If you look at a big river like the Chania River, it has a big bridge but no guard rails on it which is a real risk to motorists. I want to appeal to the Ministry that while considering the roads, he should also consider the bridges and see what should be done. If we are going to set bridge rails, I also would like to appeal to the Ministry to look into the issue of road signs. I remember 20 to 25 years ago, all roads had signs which would show you the danger spots. Today, there are very few roads in this country where you can actually find signs that show you that there is a bend, a danger spot, children crossing, or even cattle crossing. So, we need to look into the issue of road signs.

Turning to the DRCs, I know that a lot of Members have said that they are inadequate. It is true they are. However, I would like to appeal to the Ministry to look at all the other forms of cess like the coffee cess, tea cess and try to bring all these cess to the DRCs. Let the DRCs be the second body after the Ministry of Roads Public Works and Housing in maintaining roads, while we can leave the maintenance of access roads to individuals, tea factories, and coffee factories.

Classification of roads is a very major issue that we need to look into. There are roads today that are classified as Class "D", and I have one in my Constituency which is from Gatanga to Makomboki. This road is 40Km and is tarmacked. There is no way that a fully tarmacked road which is wearing out can be fully covered by the DRC, where the constituency allocation is Ksh5.5 million. Either, we will be neglecting the road, or we want it to wear out. We have to have a way whereby there is re-classification and whereby all tarmacked roads move from Class "C" to "D" and upwards.

Finally, now that we are building new roads, I want to appeal to the Ministry to be innovative with its designs. Certain designs that we see on some roads and certain roundabouts like the ones on Lang'ata Road do not make much sense to the motorists. They are a danger to the motorists. We want the Ministry to come up with very good designs. We have traffic jams crowding the whole of Uhuru Highway. The Ministry should decide if we should pass under the roundabout or create fly-overs. The amount of fuel wasted because of traffic jams actually calls for our own officers in the Ministry to come up with their innovative road designs so that we can minimise traffic jams. If we are building new roads, let us have them well painted and let them have reflectors.

I feel it is a high time we took care of our roads as they are. Take, for example, Thika Road; you will find someone having a maize plantation on the side of the road. Why do we allow this? It is not just on that particular road but we need to come up with our own vegetation that will make the roads beautiful. Take Uhuru Highway as an example, if we came up with short vegetation between the roads, that would really discourage people from cutting across the road. It would also make the road beautiful, and stop full lights at night from being a handicap to motorists. I feel that our engineers need to be more innovative and should come up with new ideas rather than the traditional road making and look at ways that would make the roads look beautiful.

With those remarks, I beg to support the Motion.

Mr. Poghiso: Mr. Deputy Speaker, Sir, I would like to begin by thanking you for the opportunity you have given me to contribute to this Motion. I wish to support this Vote and congratulate my colleagues who have spoken before me for their contributions which have been taken by the Minister. I am glad that the Minister is here to listen to what we have to say. We do appreciate this Ministry and the Vote because infrastructure and development go hand in hand, especially when it has to do with roads, public works and housing.

I speak as a representative of the people of Kacheliba, West Pokot, and as a Member of this National Assembly in this country. I would like to ask the Minister for Roads, Public Works and Housing and the Government why allocation of funds for development of roads is not done in order of priority of need? How come the same districts which had been allocated funds ten years ago continue to still get funds and the same roads continue to be given funds, and, yet there are districts which do not have any major Government roads development works going like for example in West Pokot. We are saying that maybe the people who decide which roads get the priority need to know that there are districts out there where there are no road works going on.

I have a letter written by the Bishop of the Catholic Diocese of Kitale. The Bishop is complaining about the roads in Kacheliba Constituency. If the Bishop of the Catholic Church is threatening to withdraw from Kacheliba Constituency because the roads are bad, yet, he is the major donor in that Constituency, then I am concerned. I am concerned that if the Catholic Bishop withdraws his mission from Kacheliba, we will lose the investment there. The mission is one of the major donors. This withdrawal would be quite akin to this country not benefitting from the World Bank and IMF programmes.

I am going to appeal to the Minister that if he has no funds for doing all the roads, Kapenguria-Kacheliba-Halale Road is the only road in Kacheliba Constituency that would require a little bit of his funds; very little funds indeed because I am not even asking that he tarmacs the road this year. I am asking for the culverts to be done and gravelling. We need to see a gravelling unit out there doing just that. It would make the Catholic donors, other donors, and me also very happy as we drive on the road.

As a matter of fact, Kacheliba borders Uganda and if you compare the roads on the Ugandan side which touch on ours, it says quite a lot about the way we make our roads in the rural areas. The road from Amodat to the other side of Uganda coming to Konyao is just gravel, but it is very well done and when you come to our side there is a problem. We take people who do not know how to grade roads and give them the machines to do this job when we have no operators in those areas. A good road was supposed to be graded and the operator went and created a river instead. So, now we have a river in the middle of the town called Konyao where there was a road because we do not have the people to operate the machines. I understand that they were retrenched. When you retrench the operators of those graders and then you hire somebody just to drag the machine like a car through the road, they will just push the soil out of the road; they do not know how to bring it back on the road. That is what has happened in those areas. Let us have proper operators manning our graders. I do not know whether this it is just in West Pokot or all over this country. I know that the operators on the West Pokot roads are retired people who are being brought back to work because the others were retrenched. So, we have a problem there.

I would like to say one thing about the roads under the District Roads Committees (DRCs). I appreciate the controversy around that, with some people saying that Members of Parliament should not chair the DRCs. I know that if Members of Parliament are not given responsibility within the DRCs, people will be taken for a ride. People will get a raw deal because of the way the priorities of those roads are. We represent our people there and I think we should be allowed to chair the DRCs. We will not be executive chairmen; so, what is the problem? We should be allowed to chair the meetings. We are not asking them to pay us anything or even for us to make the decisions that should

not be made by us. We are just saying that Members of Parliament must participate in order to protect the people from being taken for a ride by those people who decide on our behalf.

Mr. Deputy Speaker, Sir, this Ministry is also involved in the rehabilitation of existing tarmac roads. As I drive on those roads, as a Kenyan, between Eldoret and Moi's Bridge as you go to Kitale--- When this matter was raised in this House, something was done about it. This means that something can be done about our roads. Should we really just raise matters which are obviously in need? We have grave situations on our roads. Do we have to wait until somebody has raised a Question here when we can actually see the gaping holes and the terrible state of roads? Of course, they have done something. What they have done is that somebody has removed the tarmac, put murrum and created a new situation. It is good. You can drive on it. As you know, it is difficult to repair murrum roads in the rainy season, but I am told that, that is a temporary measure. I hope something will be done on those roads to improve their condition.

I do want to give credit where it is due. I think that if we pass this Vote, I am sure that as we have been promised, the situation will be better this year. I am looking forward to the situation on our roads becoming better this year. I hope that we will actually begin to see the fruits of having a new Minister and team working in those areas. I hope we can begin to see some fruits coming from that end. I know that the Minister is a serious man and hope that his seriousness will be directed towards Kacheliba.

Mr. Deputy Speaker, Sir, on housing, a lot of emphasis is put on improvement of urban houses especially the slums. We think the people in the slums do not live in good houses. The question I need to ask the Minister is this: Has he been to the nomadic people's homes and seen what kind of houses they live in? I think there should be an overall project to improve the lives of those people. They live in houses where they cook in kitchens that have no windows. The conditions of those houses need to be improved. There is need for implementation of a major project to improve the living conditions. We can move with good housing. I know the Minister is wondering how we will do it with nomadic people. We will continue being nomadic, but we can move with them. Soldiers and police normally move with their housing. We can also place our houses on our donkeys and move with them.

As I appreciate the role that the Government does has in urban areas, they should consider improvement of rural housing and low cost housing, so that people can afford to pay for the houses. I would also like to talk about the grades of the existing roads. The road that connects Kapenguria and Arlale is a major road. It is actually an international road. It connects to Uganda, Moroto and Amodat and yet the classification is still class "E" road. That makes it so difficult because it is a major road. It should be one of the roads developed to connect the East African countries. We should re-classify some of our roads, so that we can benefit from the funds that go to the classes of our roads.

Let me not be so far-fetched to think that the people of Kacheliba will one day see even one kilometre of tarmac. It should not be far-fetched. I think the Minister should begin to mind those people. Let them also see a mile, kilometre or two of tarmac.

Mr. Deputy Speaker, Sir, I wish this Ministry well and beg to support.

Mr. Deputy Speaker: Dr. Ojiambo! Will you reach the mike?

An hon. Member: She is very short!

(Dr. Ojiambo went to the Dispatch Box)

Dr. Ojiambo: Thank you, Mr. Deputy Speaker, Sir, for giving me the opportunity to support---

Mr. Deputy Speaker: Dr. Ojiambo, you are in breach of the rules.

Dr. Ojiambo: I was told I could contribute from the Dispatch Box.

Mr. Deputy Speaker: You were not told by the Chair, but I will allow you to do so. Do not

do that in future.

Dr. Galgalo: Mr. Deputy Speaker, Sir, since Mr. Leshore is not here, could she not use the microphone which was meant for him?

(Laughter)

Mr. Deputy Speaker: Order! That is not right.

Dr. Ojiambo: Mr. Deputy Speaker, Sir, I was told that you had called me to use this microphone.

Mr. Deputy Speaker: Go on; at the discretion of the Chair.

Dr. Ojiambo: Thank you, Mr. Deputy Speaker, Sir. I want to take this opportunity to congratulate the Minister for Roads, Public Works and Housing for moving his Vote so ably, and also to congratulate the Ministry for what they are already doing for this country. I want to join the others who have congratulated the Ministry for their performance and also recognise the fact that this Ministry consists of people who are so able and who will lead this Ministry to successful implementation of programmes for Kenyans.

For a very long time, Kenyans have been crying out for proper roads and it has been very absurd that the money that had been allocated for the improvement of roads in this country went to waste. For a long time, we have seen even road repair being abused because, instead of using cement, we have seen lime being used. This lime is blown off after six months or so. A lot of money has been misused instead of supporting the work as Kenyans would have wanted to see. I want to ask the Minister to mechanise road services as soon as possible because, without equipment, there will not be much happening even with the District Roads Committees money that is sent to the districts. A good example is Busia District where we do not have even a tipper, a roller or anything. Although the roads man there is a qualified engineer, he cannot effect much on the roads as we would require him to do.

Mr. Deputy Speaker, Sir, I want to start by urging the Minister to use this money properly so that it benefits many roads in this country. He should also look at the structure of our roads. If you go to Rome, you will be impressed by the structure of roads there. Those roads have lasted for many years because they were made out of slabs and not concrete surfaces. Our roads develop potholes very quickly because they are made of continuous concrete slab surfaces. Maybe, the Minister should consider using the modern technology to construct highways with slabs instead of continuous concrete surfaces.

Mr. Deputy Speaker, Sir, our Kenyan roads are not children-friendly. It is the children who mostly use our roads. When schools are in session, there is a lot of traffic on roads. However, when schools are closed we do not see much of that traffic. Vehicles carry children to and from school every day. However, the environment for these children on our roads is not friendly. For instance, there are no shelters on the roadside where those children could take cover during the rainy season as they wait to board *matatus*. Maybe, the Minister could consider putting up shelters on the roadside for the school-going children who wake up early in the morning, stand in the rain for long hours waiting to board *matatus* and buses. It would not only please the people of this country, but our children will also grow up to appreciate and respect their Government. In urban areas, passengers and other road users are provided with shelters. Those shelters are built by the business communities. In the countryside, where most of our people stay, and where the environment is very harsh, there are no shelters on the roadside. Maybe, the Minister could consider putting up shelters on the roadside in rural areas.

Mr. Deputy Speaker, Sir, Housing is a very important department within this Ministry. I would like to support hon. Members who have already said that majority of our people live in deplorable conditions. I hope the Minister, together with his professional staff, will use this opportunity to improve the living standards of our people. There were was a scheme years back where tenants could

purchase houses. This scheme was very helpful to them because it assisted them to buy their own houses. Today, many of our people retire without owning houses because they spend all their money paying house rent. That scheme should be revived and supported.

I would also like to talk about the National Housing Corporation (NHC) soft loans which used to help teachers, particularly in the countryside, to build houses. One could see that the housing situation in the rural areas was improving. I would like to call upon the Minister to consider allocating a substantial amount of money to NHC so that civil servants in the rural areas can own houses when they retire.

Mr. Deputy Speaker, Sir, I want to talk about roads in Western Province. I would like to thank the Minister for what is happening on the Kisumu-Busia Road. There is an improvement on the Kisiani-Malela-Yala Road. This road was impassable, particularly for those of us who travel from Nairobi to Busia. I hope that this stretch of this road will be completed in the near future. As the Minister promised, I expect to see the Ejinja-Port Victoria Road also tarmacked so that our people can transport their goods easily. As most hon. Members said, the highway running through the district does not really help our people. Our people waste a lot of time walking long distances to get *matatus*. Sometimes, it takes them the equivalent of the time one would take to travel from Nairobi to Busia Town. Our roads are in a very bad state. I will be very happy if the Minister could move fast, as he promised, and tarmac roads in Butula, Funyula and Budalang'i in Busia District. Mr. Deputy Speaker, Sir, I want to mention a gender component in road maintenance and construction. Women use roads to transport their goods to the nearest markets. I would urge the Minister to involve women and youth groups in the maintenance of our roads. We have a lot of action groups in rural areas. If some money that has been allocated to the districts was put aside, those groups in the rural areas would help in the maintenance of our roads. I am sure they will maintain certain sections of their roads in the rural areas. This will go towards creating employment opportunities for our people. It will add up to 500,000 jobs that the NARC Government promised Kenyans.

Mr. Deputy Speaker, Sir, I beg to support this Motion and I thank the Minister for the effort he is putting to make our roads passable.

Mr. Kembi-Gitura: Thank you very much, Mr. Deputy Speaker, Sir, for giving me the opportunity to contribute to this Motion. I rise to support the Motion.

Mr. Deputy Speaker, Sir, I have listened to the contributions from most hon. Members, and all of us seem to revolve around one position; the workmanship on existing roads in the country. You would note, that over the years, the biggest problem we have had is that, we are told that the roads have been constructed or done to certain given standards, but at the end of the day, you would find that the work done is substandard.

I can talk more authoritatively about the roads in Murang'a District because that is where I come from and I have seen them being built from time to time. A case in point is a new road that has been built; from Murang'a Town through Muriranja Hospital to Kiruri. I am happy because the Minister recently came to inspect that road and I believe that he saw that the workmanship on that road was far below standard. I did mention to him at that time, that I did notice when it was being done, it was done poorly.

As I stand here today, I understand that the report on that road has been submitted to the Ministry and it bears us out that the road was done to very low standards. If we continue to have roads of that nature, then a lot of public funds are going to go to waste. It is also a loss of public finances.

Mr. Deputy Speaker, Sir, as I stand here today, the road from Murang'a Town through to Kiruri is already in dire need of repair; three months after it was handed over at very great cost to the taxpayers. It could not withstand the recent April rains. We have another new road from Murang'a Town which joins the Nyeri-Thika Road at Makutano. It is just being completed now and as it nears the Makutano junction, it is already potholed. It has started being repaired and I have not seen that

much supervision has taken place on that road. I regret to say that unless great care is taken and inspection done, then we are going to waste more Government resources. I do not know what has happened to the retention period after a road has been completed. But in those two roads which have already started deteriorating, I do hope that serious measures are going to be taken against the contractor who, quite obviously, did not follow the specifications that must have been given by the Ministry when the works commenced.

Mr. Deputy Speaker, Sir, coming closer home, I have looked at the Printed Estimates and I have noticed that there is virtually nothing that was allocated to Murang'a District during this financial year. I have not seen any new road, or any road that has been taken care of. The only major road in Murang'a District which traverses Nyeri, Murang'a, Maragwa and parts of Thika District is Road C70. This is an extremely important road because it passes through very productive areas and it will be a very great boost to the agricultural sector in Murang'a, Nyeri, Maragwa and Thika districts. But even as that road is partially completed, from Nyeri to Kangema Town, it has been abandoned at that point. Nothing is going on except the design, which, I understand, has been gathering dust in the Ministry for very many years.

More importantly, Mr. Deputy Speaker, Sir, a bridge on that road that connects Murang'a District with Maragwa District collapsed during the *El Nino* rains in 2000 and nothing has been done about it. It must be appreciated that although we have the District Roads Committees (DRCs) and although, between Maragwa and Murang'a districts we would like to build that bridge, we cannot be allowed to do it. It is a classified road and it is the responsibility of the Ministry. But the purpose of raising the issue of the bridge on Road C70, which joins the two districts, is because it is a matter of great urgency. People coming from the farther edge of Murang'a District have to travel a great distance to the next place at the edge of Maragwa District, which they can see clearly but which they are unable to access because that bridge collapsed in the year 2000. Despite very many requests that we have made with regard to that bridge, nothing has been done and it has not been allocated any funds. The amount of agricultural produce going to waste and the amount of human resources and man-hours wasted will go to great length in alleviating poverty which is currently facing our people.

Mr. Deputy Speaker, Sir, a lot has been said about the DRCs. I dare say that the DRCs have gone a long way to help in terms of maintenance of the roads. The allocations that we get in the districts may not be equitably distributed. At the moment, the Kshs5.5 million that we get through the DRCs cannot be equitable because not all districts have the same length of road network. Therefore, there is not much equitability. But having said that, I would be the first one to say that for the six months that I have been in Parliament, I found out that the fuel levy through the DRCs is coming in very handy. But I think much more allocations must be all done towards the DRCs. More money should be allocated either at constituency level or at district level so that it can be used for things that need urgent attention without going to the Ministry to plead as we do all the time. It will save us on time for lobbies. For instance, Murang'a District has got a very major road network where more than 80 per cent is heavily productive. But we have only one dilapidated grader. We do not have a single bulldozer or a shovel and most of the equipment has to be hired.

[Mr. Deputy Speaker left the Chair]

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

Mr. Temporary Deputy Speaker, Sir, as the Minister has said on very many occasions, hiring of roadwork equipment is very expensive. The Kshs5.5 million that we are getting covers a very short distance because most of it goes to the people who are contracted out. It would be most cost-effective

if the Ministry provided every district with the earth-moving equipment; a bulldozer, a shovel and two graders because our roads are in a pathetic condition. When I came to Parliament, I thought it was only in Kiharu, but I have discovered that it is like that in most places. I do not think that there is any place in this country where the roads are as bad as they are in Kiharu at the moment and nobody seems interested, but we are doing our best through the DRCs.

Mr. Temporary Deputy Speaker, Sir, a lot has been said about the reclassification of roads. This is an important point. We understand that roads are classified according to population, productivity and so many other factors.

But I want, again, to challenge the Ministry officials who are seated in the Civil Service Benches to consider the plight of Road D421 and D422 which connects Maragwa, Murang'a and Nyeri districts. I want them to note that those are roads which have been classified as "D" Class for a very long period. The road from Maragwa Town through Maragwa Bridge to Kiria-Githambo and Kiruri is a very important road economically. One just needs to pass through it and see that, even though it is classified as "D" road, it is in such a state that it is actually less than an "E" class road in the way that it has been maintained at the moment.

Mr. Temporary Deputy Speaker, Sir, it is not enough that work is done from the offices. It is more important that the Ministry officials visit this road and see exactly what is going on and how much suffering we are undergoing.

Mr. Temporary Deputy Speaker, Sir, I would like now to touch on illegal structures and road reserves. Some hon. Members have said that permanent buildings on road reserves should be allowed to stand. With respect, I do not agree with them. My position is that the law must be obeyed.

With those few remarks, I beg to support.

Mr. Biwott: Mr. Temporary Deputy Speaker, Sir, in contributing to this Motion, I would like to appreciate the problems that exist in the Ministry. It is a Ministry that deals with communications network, which is vital for the economy of this country. At the moment, the road network is in a pathetic condition because of many factors, one of which were the *El Nino* rains. The other problem is the method which the Ministry of Roads, Public Works and Housing is using in repairing the roads. It is using gravel instead of murrum. The drainage system is not constructed and it is not attended to most of the time. There is also the problem of *El Nino* flooding which destroys many roads every year. The roads require constant maintenance.

Mr. Temporary Deputy Speaker, Sir, for example, roads in Keiyo have suffered from the *El Nino* flooding because of Kerio Valley and Rift Valley where landslides occur from time to time. It is an area where, if not checked quite regularly, virtually destroys the roads and communication networks. We had a lot of problems during the elections. Even to get ballot papers to certain areas was difficult due to *El Nino* rains at that time. It is strange that in the Printed Estimates, there is no single cent allocated to that district and yet, there is a lot of concentration in some districts. There is an element of inequity which needs to be looked into, so that all parts of the country are treated equally, considering the fact that when it comes to paying taxes, everybody pays equally according to the law. I have already spoken to the Minister and the Permanent Secretary (PS). I hope that, that oversight will be attended to whenever there is an opportunity.

Mr. Temporary Deputy Speaker, Sir, access roads are crucial if we want to develop the rural areas. That is where the Ministry ought to concentrate most. I like the idea of repairing main highways, or roads that serve East Africa, going to the west and to the north. That will enable the Government to save some money and use it to develop the roads in other areas where economies do not permit such commercialisation. In that, I would like to congratulate the Minister for, at least, being innovative, dynamic and also enthusiastic in trying to dramatise the need to build those roads. I hope that his endeavours in the office will enable this country to come into the map, as one of those with bright economic future, so as to challenge the South African dominance in that particular area. I hope that

OPEC, as many people might not know, is part and parcel of the African Growth and Opportunity Act (AGOA). It is the financial aspect, where you can get funding for major projects like housing.

When it comes to the housing sector, we should refer back to what we started with, when the National Housing Corporation (NHC) was developed. At that time, there was a deliberate plan to build many houses every year and to create long-term mortgages, so that our people can afford to buy houses and spread the repayments over a long period, even for 30 years. That would enable the people to, at least, save some money and have a decent life. I would like to support the Minister on that particular aspect. We need plans to sell some of the remaining houses. We should start a mechanism which will be releasing some tied money in houses for building more houses. That, in the long run, will create more houses out of the same amount of money, through the velocity of that money. Money will be moving from one house to build another house and, in the long-term, we will have more houses as opposed to sticking to one house and tying all the money there, and yet look for more money to be tied in the same building. That will not give this country an impetus in the economic development.

Mr. Temporary Deputy Speaker, Sir, the East Africa Road Network is a welcome hope of building roads which will connect us to Ethiopia, West Africa, Congo and, trunk-wise, to the East African Community members. I hope we will create such a community in November, which will then enable us to have a bigger trading market to develop our economic welfare.

As I said earlier on, equity is very important. Funding roads according to that system is the best thing. I hope that, after the completion of the constitutional review process, the management of road works will shift to the district level, so that we can hasten their development. Today, we still have a lot of equipment which is not utilised properly. Supervision is also becoming a big problem. The Ministry of Roads, Public Works and Housing has a definite plan. The current Minister and the PS, together with other former Ministers and Permanent Secretaries, have worked very hard to produce road development plans which can actually be implemented. If those plans are implemented to the letter, this country will be able to develop.

Mr. Temporary Deputy Speaker, Sir, on the question of District Roads Committees (DRCs), they need to work effectively and co-ordinate more with influential people in those particular areas, so as to move in the right direction. On the question of drainage, I think it is important that in maintaining the roads, the engineers in charge should be supervising them.

With those few remarks, I beg to support.

The Temporary Deputy Speaker (Mr. Poghisio): Order! Hon. Members! I now call upon the Mover to reply.

The Minister for Roads, Public Works and Housing (Mr. Raila): Thank you, Mr. Temporary Deputy Speaker, Sir. I want to begin my response by thanking hon. Members who have contributed to the debate on this Vote. I was very delighted to hear many Members submit very positive contributions in their debate. I want to begin by responding to some issues that have been raised by some members, which are of common nature.

First, Mr. Maore raised some reservations with regard to the re-introduction of concessioning in the construction of our roads. I would like to inform hon. Members that, that is the universal trend. Unless we agree to introduce concessioning for our roads, we will be starved of funds, which we require, to roll out this programme as fast as we would like to. That is the reason why we are only talking about the Northern Corridor, which runs from Mombasa through Nairobi, Kericho, Kisumu and Busia Towns. This is the only road which has been identified as being viable for conventional tolling. If we introduce conventional tolling for this particular road, we will release a lot of funds which, at the moment, we are using for maintenance of that particular highway for construction of roads in other parts of the country.

Mr. Temporary Deputy Speaker, Sir, the issue of stalled road projects has also been raised by hon. Members. There are contractors who have pending bills in respect of stalled projects. I would

like to inform hon. Members that this is not the case. The contractors who have pending bills are mainly the "small fish". Although cow boy contractors were awarded the majority of the stalled road projects, they lobbied and got themselves paid before they completed those projects. Therefore, when we talk of pending bills, we are only talking about small contractors.

On constructing concrete roads, we want to do an experiment by introducing concrete roads in our country. We will begin this with an experiment on Mbagathi Road, right here in Nairobi. We are doing this road in conjunction with cement manufacturers. We are using this road to develop standard specifications for concrete roads in this country, which do not exist at the moment. We are also doing a 15-kilometre concrete road from Mai-Mahiu through Naivasha up to Lanet. Again, we are doing this concrete road for purposes of developing standard specifications of concrete roads in our country. We have also involved the Kenya Bureau of Standards in this exercise.

Mr. Temporary Deputy Speaker, Sir, with regard to having a deliberate policy of giving consideration to our African contractors, as a Government, we would like to see more of our people participating meaningfully in our economy. That is the reason why we have said that we will give consideration to our Kenyan contractors even if their quotations are higher than those of construction companies owned by non-citizens by between 10 and 15 per cent.

(Applause)

A suggestion was made here by some hon. Members about complementarity of both railway and road transport systems. We will consider this, as a Government, when we harmonise responsibilities of various Ministries. It is true that railway transport and road transport go hand in hand. If one transport system is not efficient, the other one is affected. At the moment, 70 per cent of the goods coming out of the Port of Mombasa are transported by road, and only 30 per cent of these goods are transported by railway. It should be the other way round in modern economies. More cargo should be transported by railway to lower the pressure exerted on our roads and, therefore, reduce the amount of money we use on road maintenance.

Hon. Members have also expressed fears about the use of funds by the District Roads Committees (DRCs) and the attitude of some officers at the district level towards them. First, hon. Members are Members of DRCs as of right. The only issue that we wanted to deal with, and which precipitated the issuance of the circular that has been mentioned, was that regarding hon. Members of Parliament being chairmen of the DRCs. This is because hon. Members belong to the Legislature, which is one arm of the Government. The other arms of the Government are the Executive and the Judiciary. This House is also the watchdog over public funds. Hon. Members of this House are the ones charged constitutionally with the responsibility of ensuring that once money has been voted by this House, it is spent for the purpose it was voted. If money is not properly spent by the Executive, and there is an audit query, the matter is brought before the Public Accounts Committee (PAC), on which hon. Members of Parliament sit. There will be conflict of interest if hon. Members of Parliament are mentioned adversely in that report. That is the reason why we said that hon. Members of Parliament should not be chairmen of DRCs but should remain members of these committees. This requirement does not affect chairmen of county councils and councillors.

I would now like to inform hon. Members of the other measures we are taking, as a Government, to improve services in the roads and housing sectors. As far as road maintenance and supervision of contracts are concerned, we do accept that we have inherited a very sorry state of affairs. First, we have staff members who are very demoralised because of low pay. Secondly, we have staff that had been forced to operate under conditions where corruption was the order of the day.

The first thing we have done is to re-train all the supervisory staff. Secondly, as I said yesterday, we have made it mandatory for officers to declare their interest. If they have any interest in any of the

companies involved in construction works, they have two options, namely either to wind up those companies and become full-time civil servants, or to resign from the Public Service and become full-time contractors. There are no two ways about it.

As I said earlier on, there are some members of staff who have accepted this offer and tendered their resignations. Because most of them are very qualified engineers and are capable of running competent and professional construction companies, we have promised them that we will award them contracts if they resign. But we are also encouraging our engineers to meet high professional standards through continuous training and registration. We have made it mandatory now that before one can be promoted to a level higher than the one he or she is currently at, one must be registered as an engineer. This will make our engineers uphold professional ethics.

Mr. Temporary Deputy Speaker, Sir, we are making use of private consultancy services at fixed contract rates. We are also re-equipping the materials testing laboratories to enhance quality control and regulation of private testing laboratories. We are also identifying road construction sites in different parts of the country. We are actually preparing an inventory of those sites all over the country. That will make it easier for contractors to source material for construction. That is an on-going exercise, so that contractors do not search for materials. For example, if you are going to do your work in Butere, you can find the source of various materials in our inventory.

Mr. Temporary Deputy Speaker, Sir, we are also trying to procure more vehicles and equipment. Members will remember that, in the past, we used to have maintenance depots all over the country. But due to pressure from the International Monetary Fund (IMF) and the World Bank, the Government was forced to dispose of all the depots. We have discovered that, as a result of that action, the Government has become very exposed because we do not have any strategic equipment for emergency response. That is why when we had the *El Nino* phenomena recently, we had a major problem! We had roads and bridges washed away by landslides, but we did not have equipment to quickly respond to that. Therefore, we are trying to address that issue by purchasing equipment and placing it at strategic points. We are negotiating with some donors for the supply of the equipment, so that we have a complete unit consisting of a grader, shovel, compactor, roller, tractors and trucks at strategic places in this country.

Mr. Temporary Deputy Speaker, Sir, on bridging works and culverting, we are in the process of reactivating the provincial bridging units to deal with maintenance and rehabilitation of existing bridges. We are also considering contracting out major bridging works. We are also in the process of training and registering small-scale contractors on minor maintenance and drainage works. We want to use some of our small contractors for minor maintenance of roads. We are training them. We are in the process of trying to purchase a franchise of companies that manufacture small units that can be used by small contractors to carry out repairs like resealing of pot-holes on the roads, like it is done in India.

(Applause)

Mr. Temporary Deputy Speaker, Sir, the issue of corruption at weighbridges was raised by hon. Members. We know that corruption has been rampant at weighbridges and, apart from the inconvenience it causes to road users, it is also embarrassing to a number of motorists. As a result of that, we are introducing weigh-in-motion bridges to minimise overloading and rent-seeking opportunities for the staff that work at those weighbridges. Weigh-in-motion bridges weigh vehicles as they move. As the vehicle passes through that bridge, it shows a green light if the vehicle is not overloaded. The vehicle then passes without going to the weighbridge. But if it shows a red light, then the vehicle has to be weighed. Consultations are also going on to have the police officers manning the weighbridges seconded to my Ministry for effective supervision and control.

Mr. Khamasi: Policemen? That will cause corruption!

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Speaker, Sir, that is why I am saying that they will be seconded to my Ministry. That will enable us to supervise and control them. Those who are corrupt will be taken back to the police force---

An hon. Members: Where they belong!

The Minister for Roads, Public Works and Housing (Mr. Raila): Yes! Where they belong!

(Laughter)

Actually, they do not even belong to the police force. Those ones should either be retrained or retrenched.

Mr. Temporary Deputy Speaker, Sir, when we came to power, we found that the cost of constructing roads in Kenya was too high. I was embarrassed when we went to attend a meeting in Arusha. We were talking to donors, namely, the European Union, the World Bank and the African Development Bank. We found that our cost of constructing roads per kilometre was too high compared to those of Tanzania and Uganda. Particularly, Uganda imports her raw materials through Kenya and yet our cost of building roads is much higher than Uganda's and far much higher than Tanzania's.

I decided to do an analysis of the cost of building roads in Kenya. Together with my officers, we have been able, within the last six months, to steadily bring down the cost of constructing our roads. The cost of building bitumen roads has been reduced by 50 per cent, that of gravelling, by 65 per cent and that of grading, by 70 per cent.

Mr. Temporary Deputy Speaker, Sir, the cost of grading roads in Kenya varied between Kshs35,000 per kilometre and Kshs40,000 per kilometre. We have reduced it to between Kshs10,000 per kilometre and Kshs15,000 per kilometre.

We have also reduced the cost of gravelling from Kshs3 million per kilometre to Kshs1 million per kilometre. Further, we have reduced the cost of tarmacking Class "C" roads from Kshs30 million per kilometre to Kshs15 million per kilometre. You will realise that the exercise has resulted in substantial savings. We are now almost comparing ourselves with our neighbours in this regard.

(Applause)

Mr. Temporary Deputy Speaker, Sir, we have discussed the issue of roads in northern Kenya with several donors. We have approached the African Development Bank, the World Bank, OPEC, the Kuwait Fund and others, to fund roads in Moyale, Marsabit, Isiolo, Maua, Mwingi, Kitui and Kibwezi as a regional road network. The Ethiopian Government has told us that it requires an outlet through the Port of Mombasa. This is an issue which the Ethiopian Government raised several times with the previous Government. The Ethiopians told us that all their requests fell on deaf ears. There was an agreement signed between the Government of Emperor Haile Selassie and that of the late Mzee Jomo Kenyatta, under which Ethiopia was supposed to tarmack the road on her side, from Addis Ababa to Moyale, while Kenya was supposed to tarmack the road from Moyale to Nairobi, but nothing was done about it.

I am happy to report to the House that we are determined to make this a reality, because in doing so, not only are we going access the Ethiopian market, and Ethiopia going to access the Indian Ocean through Mombasa - Ethiopia is currently landlocked having lost the Ports of Masawa and Asab to Eritrea - but we are going to access a 66 million people market in that country, which will be available to Kenyan manufacturers.

(Applause)

Mr. Temporary Deputy Speaker, Sir, with regard to the area of procurement of construction and consultancy services, we will need a lot of support from this House. We have inherited very archaic procurement procedures that make it very difficult for us to appoint consultancy and construction services quickly. If you follow the procedures, the shortest time it will take to appoint a contractor is four months. Most of the time, it takes six months to do so. So, even after we have been given the green light by this House to move ahead with a project, contractors will not be on site until November or December. So, you find that we spend half of the financial year going through the bureaucratic red tape that has been put in place, in terms of purchasing.

Mr. Maore: On a point of order, Mr. Temporary Deputy Speaker, Sir. Since we are going through the budgetary process between now and 30th October, would I be in order to ask the Minister to go and prepare amendments to those regulations in the Kenya Roads Board Act, so that we can pass them within the same period?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Speaker, Sir, of course, that is a point of information and not a point of order!

Of course, the point is taken, but there is also a Procurement Bill which will be coming before the House, to deal with this matter. But I am suggesting that we take the route that Tanzania has taken. Tanzania has taken the route of Japan, which is called "Design and Construct". Basically, that means, instead of wasting time inviting consultants to prequalify and then appoint them to do feasibility studies, then advertise for tenders, and so on, you merely identify some existing roads, specify the standards to which you want them improved and then invite quotations from contractors. The contractor will then hire his or her own consultancy firms. That is the route I propose we should take.

With regard to buildings, we have not ignored rural housing. Of course, Mr. Poghismo spoke very passionately about this aspect particularly with regard to nomads. As we know, nomads are very mobile. So, we are going to consider "mobile housing" if Mr. Poghismo is willing to give us his consultancy services as to how to construct "mobile houses" for nomads.

(Laughter)

The construction of the Vice-President's residence will cost about Kshs70 million. This amount will cater for purchase of land and construction of the main house, official reception facilities, front office and accommodation facilities for security personnel and other staff. We are doing so because the former house of the Vice-President is occupied by the previous President, and we have no intention of reclaiming it or evicting him. We actually intend to donate it to him as part of his retirement package.

(Applause)

Regarding the irregular sale of Government houses, I have appointed a committee which is investigating the matter. It is going to give me a report sometime next month, after which I will advise the House accordingly.

Mr. Temporary Deputy Speaker, Sir, rural housing is one of the issues we are going to deal with. We are going to try to make money available to people who wish to develop houses in rural areas, in the form of loans.

Mr. Temporary Deputy Speaker, Sir, I read out a few roads yesterday. Let me say that, in addition to those ones, we also have the following roads:-

Old Port Ritz Airport Road and the Machakos Turn-Off-Machakos-Kitui Road. We also have Kisii-Kilgoris, Kagio-Baricho-Kerugoya-Kibirigwi, Sotik-Keroka, Kagere-Ndungu-Gitugi-Kairo-Gathugi, Rongo-Homa Bay, Bungoma-Chwele, Machakos-Kangundo,

Rodi-Kopany-Karungu, Mukurweini-Nyakahura-Kiamara-Irima, Iten-Kapsowar-Chesoni, Katitu-Kendu Bay, Kapsabet-Chavakali, Thika-Gatanga-Gatura, Garissa-Daadab, Londiani-Fort Ternan, Nanyuki-Doldol, Musundu-Butere-Sigomere, Bungoma-Bokoli-Kimilili, Orié Pala-Migori, Kakamega-Ingotse and Nyambacha-Shiganda Roads.

The ongoing road projects include Bura-Wundanyi, Mukinyugu-Shileva, Komor-Barwesa-Aror-Kinyach, Chesoi-Maron-Chesegon, Ganze-Bamba, Olkokwe-Wasenges-Muchongoi, Mandera-Kinu-Elwak, Kanyakine-Mitunguu-Nkubu-Kionyo, Kanyakine-Mitunguu, Kaptagech-Siribwet, Awasi-Katitu, Kajibora-Kaplimai and Seruru-Sombe-Olenguruone-Mulot. We also have the Junction B, Githongo, Marimba, Kibirichia, Gatheri, Githirone, Kisima and Junction A, which are in the Meru Districts.

For the information of Mr. Poghisio, for Kitale-Kapenguria-Kacheliba-Lodwar Road, we have provided money for resealing this financial year. We have two resealing units at Kitale and Lodwar. Funds will be available and I also want to assure him that, in the near future, there is going to be tarmac in Kacheliba.

Mr. Temporary Deputy Speaker, Sir, I beg to move.

(Question put and agreed to)

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

IN THE COMMITTEE

*[The Temporary Deputy Chairman
(Mr. Khamasi) took the Chair]*

Vote 13 - Ministry of Roads, Public Works and Housing

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

THAT a sum not exceeding Kshs2,573,671,490 be issued from the Consolidated Fund to complete the sum necessary to meet expenditure during the year ending 30th June, 2004 in respect of:-

Vote 13 - Ministry of Roads, Public
Works and Housing

(Question proposed)

The Temporary Deputy Chairman (Mr. Khamasi): We shall now start with the Recurrent Expenditure on page 552.

Vote R13 - Ministry of Roads, Public Works
and Housing

SUB-VOTE 130 - GENERAL ADMINISTRATION AND PLANNING

Head 382 - District Administration Services

Mr. Muturi: Mr. Temporary Deputy Chairman, Sir, on page 554, Head 382, Item 092, I would like to know from the Minister whether it is proposed that the refunds for medical expenses for in-patient treatment in the Ministry will no longer be there, because there is no provision for it this year, and apparently, in the foreseeable future. Has it ceased to be an item so that we are clear on it?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, this Item is now centralized under personnel, for ease of administration.

Mr. Muturi: Mr. Temporary Deputy Chairman, Sir, we need to be given explanations. It is not enough for us to be given general statements like "under personnel". It is personnel under which Item?

The Minister for Roads, Public Works and Housing (Mr. Raila): I really see no contradiction at all, because this Item affects personnel, and that is why our accounting staff decided to put it there for ease of administration.

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

(Sub-Vote 130 agreed to)

SUB-VOTE 132 - BUILDINGS AND WORKS

Head 400 - Architectural Department

Mr. Maore: Mr. Temporary Deputy Chairman, Sir, I wanted to raise a question on Head 400, Item 175 - Advertising and Publicity. This is advertising and publicity for what?

The Minister for Roads, Public Works and Housing (Mr. Raila): This is basically for tenders.

The Temporary Deputy Chairman (Mr. Khamasi): Are you satisfied, Mr. Maore?

Mr. Maore: Yes, Mr. Temporary Deputy Chairman, Sir.

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

(Sub-Vote 132 agreed to)

SUB-VOTE 133 - OTHER SERVICES

Head 399 - Kenya Building Research Centre

Mr. Kipchumba: Mr. Temporary Deputy Chairman, Sir, I seek clarification on the Item of House Allowance across the board which seems to have remained the same.

The Temporary Deputy Chairman (Mr. Khamasi): Which Head and Item are you referring to?

Mr. Kipchumba: It is Head 399, Item 050 on page 559.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, this is basically because we have the same staff. We have not yet recruited more staff. Therefore, everything remains constant.

Head 505 - Mechanical and Transport Department

Mr. Muturi: Mr. Temporary Deputy Chairman, Sir, on page 562, Head 505, Mechanical and Transport Department, Item 620, Sale of Equipment, Plant and Machinery, which falls under Appropriations-in-Aid, it is only fair that we be told by the Minister what are these equipment, plant and machinery which they sold last year and received Kshs5 million. They intend to sell the same equipment this year and receive another Kshs5 million. They will do the same next year and preceding years. This issue is not clear.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, this is old boarded equipment and these are only estimates.

Head 418 - Government Housing Section

Mr. Obwocha: Mr. Temporary Deputy Chairman, Sir, on page 561, Head 418, Government Housing Section, Item 181, Payments of Rents and Rates - Residential, I thought that the Government was moving out of paying these rents and rates for staff. What is the current position because the Ministry has budgeted for Kshs25 million in the financial year 2003/2004? I do not know whether the Minister has got it.

The Minister for Roads, Public Works and Housing (Mr. Raila): Yes, Mr. Temporary Deputy Chairman, Sir, I have got it. These are the constitutional offices I referred to yesterday in my speech. We have to pay rents for judges, among other constitutional office holders.

Mr. Maore: Mr. Temporary Deputy Chairman, Sir, I need a clarification with regard to the same Head 418, Government Housing Section, Item 261, Security of Rented GOK Houses, on Page 561. These are houses which the Government rented out and it looks like they will provide security for those other tenants or these houses are owned by private people which the Minister says they have rented out. They have provided a whopping Kshs90 million for this purpose. Why is this so?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, this refers to Government houses which were vacated by civil servants when they could afford the market rents. Those houses have to be guarded. So, this is the cost of the security of guarding those houses.

*(Heads 399, 418, 505, 506
and 507 agreed to)*

(Sub-Vote 133 agreed to)

Mr. Maore: On a point of order, Mr. Temporary Deputy Speaker, Sir. Just for some good order and conduct in the House, is it in order for Mr. Ojode to act as the messenger between the Minister and the Ministry officials? There is an Assistant Minister for Roads, Public Works and Housing.

The Temporary Deputy Chairman (Mr. Khamasi): Mr. Maore, you are completely out of order! Let us proceed!

SUB-VOTE 134 - HOUSING DEVELOPMENT

Head 411 - Housing Department

Mr. Obwocha: Mr. Temporary Deputy Chairman, Sir, on page 565, Head 411, Housing Department, Item 364, Contribution to Housing Development Fund, there is an allocation of Kshs50

million for this purpose. Is this the new intended policy? We have heard that they are starting units. What is this Housing Development Fund?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, if hon. Members will remember, I referred to this particular Item yesterday. We are beginning a scheme to construct houses for civil servants. This money is for the establishment of that fund. We want to have it as a revolving fund. We are also trying to transform the National Housing Corporation (NHC) into a Housing Development Bank (HDB). However, this will be receipt money which we will realise by selling other properties like Madaraka and Kariokor Estate. Funds from those sales will go into this revolving fund. We want this to be a revolving fund; to be able to construct more houses on a hire purchase basis for civil servants.

Mr. Obwocha: Mr. Temporary Deputy Speaker, Sir, I would like to follow up my question. Surely, how many houses are these? Even if you sold one house at Kshs5 million, that will be ten houses.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, we just want to start this revolving fund. The fund cannot start with nothing. We are establishing that fund and I hope we will inject some donor money into it.

(Heads 411, 416 and 423 agreed to)

(Sub-Vote 134 agreed to)

SUB-VOTE 136 - ROADS

Head 384 - Major Roads

Mr. Muturi: Mr. Temporary Deputy Chairman, Sir, on page 567, Head 384, Major Roads, Items 288 and 289 which are Road Maintenance Programmes - Grant to KRB and MRPW, respectively, this Sub-Vote is also in the Development Estimates. However, I would like the Minister to clarify these points. He is providing for Kshs8.367 billion to the Kenya Roads Board (KRB), but as we are giving that money to the KRB, Members of Parliament, local authority chairmen and mayors, through a letter dated 19th June, by the Permanent Secretary, have been removed from the DRCs. The engineers have been instructed to reconvene and elect new chairmen. The people who attend DRCs are the DC, the engineer as the secretary and the politicians. Once hon. Members are kicked out, are we not being told that the DC will be the chairman of the DRC? Could the Minister clarify this point? How could we give so much money when we know that the DRCs have helped us in the Eighth Parliament? Let the Minister explain this to us.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I explained that very extensively when I was giving my reply this afternoon. I said that hon. Members are members of District Roads Committees (DRCs) by right. I also said that there was a mistake in the circular because the chairmen of the county councils can be chairmen of the DRCs. In fact, I said that the District Commissioners (DCs) should not be chairmen of the DRCs. There was a misunderstanding that arose from the circular. So, it will be withdrawn and re-written.

(Applause)

Head 384 - Major Roads

Mr. Obwocha: Mr. Temporary Deputy Chairman, Sir, that sounds nice. I want to ask for the

policy of the Ministry with regard to Head 384, Item 656 - Transit Toll Charges - budgeted at Kshs199 million. We have been told that toll charges are going to be reintroduced. Could the Minister clarify what the Government's position is? For example, between Nairobi and Nakuru, there is a Toll Station at Gilgil. Is it going to function?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, actually, there is a misunderstanding. These toll charges are supposed to be on transit traffic which uses our roads enroute to Uganda, Rwanda, Eastern Congo and elsewhere. They do not pay for road licences, but then they use our roads. So, the Government levies toll charges on these vehicles. The toll that we are talking about will not be effected until the roads have been improved, for instance, by constructing them into dual carriageways. But that will not happen until a Bill to provide for concessioning is brought to this House. Such a Bill will be extensively debated by the House before it is approved.

Mr. Muturi: Mr. Temporary Deputy Chairman, Sir, while I appreciate the Minister's quick response about the effect created by this letter, we would, since we are giving him the money, want him to be categorical and tell us when he is going to withdraw it, because it also says that he has been consulted and he has consulted the hon. Members of Parliament and that they have agreed to it. Also, under the same Head 384, Major Roads have been allocated Kshs8,566,000,000, but they have not been specified in the Estimates of Recurrent Expenditure even though they have been specified in the Estimates of Development Expenditure. Is there a possibility that we are voting money for the Ministry's Headquarters so that people can access it through dubious means?

The Temporary Deputy Chairman (Mr. Khamasi): Mr. Raila, this is a matter that is very important to hon. Members and it is worthwhile that you clarify your position on it.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, first, the hon. Member will remember that I raised this matter during a meeting I had with the hon. Members. I drew the hon. Members' attention to the circular which was not properly written. As I have said, it is going to be re-written with immediate effect. So, it stands withdrawn until another one has been written.

Mr. Temporary Deputy Chairman, Sir, regarding Major Roads, hon. Members will remember that, under the Fuel Levy Act, 57 per cent of the Kshs8.3 billion is supposed to go to the Department of Roads for maintenance of Classes A, B, and C roads. That 57 per cent amounts to Kshs4.788 billion. Then we will go to roads under Classes D, E and others, which are found under the DRCs. That is where we are putting the 24 per cent under the Act, which amounts to Kshs2,016,000,000. Then there are the constituency roads, where we use 16 per cent of this money. That comes to Kshs1,155,000,000. Finally, there is the expense of the Kenya Roads Board (KRB), which is the 3 per cent, coming to Kshs252 million. That is what makes up the Kshs8.3 billion.

Mr. Sungu: Mr. Temporary Deputy Chairman, Sir, since the PS, Ministry of Roads, Public Works and Housing has already sacked me as the chairman of Kisumu District Roads Committee, what measures will the Minister put in place to protect us from District Roads Engineers? The engineers are very clever. In Kisumu, the cost of constructing a kilometre of a road is higher than anywhere else. What can we do because we are no longer chairmen of DRCs?

The Temporary Deputy Chairman (Mr. Khamasi): Mr. Sungu, we are discussing specific items under the Estimates.

Mr. Sungu: Mr. Temporary Chairman, Sir, this relates to page 567, Head 384, Items 288 and 289, which were raised earlier.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, Mr. Sungu says that he has been sacked as the Chairman of Kisumu District Roads Committee. He has not been sacked because, under the Act, he is an automatic member of the DRC. We are talking about him not being the chairman. He has said that engineers are crafty. Assuming

funds are lost and an audit query is raised here when he is the chairman, he will put me in an awkward position. That is the reason I am advising hon. Members of Parliament to be members of the DRCs because, as I said before, I want to rely on them to inform me on how my officers are working in the field. I do not want hon. Members to be the chairmen because I will be put in a situation where I will have to deal with them as being responsible for embezzlement of funds. I am pleading with the hon. Members to agree to be acting members of the DRCs, but let other people chair them.

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

(Sub-Vote 136 agreed to)

(Vote R13 agreed to)

VOTE D13 - DEVELOPMENT

EXPENDITURE

SUB-VOTE 132 - BUILDINGS AND WORKS

(Heads 400, 402 and 413 agreed to)

(Sub-Vote 132 agreed to)

SUB-VOTE 133 - OTHER SERVICES

Head 399 - Kenya Building Research Centre

Mr. Rotino: Mr. Temporary Deputy Chairman, Sir, I want the Minister to make a clarification. Under Head 399, Item 300 - Revision of the Building Code, the Minister has made a provision of Kshs850,000. Could he explain what he means by "Revision of Building Code"?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, that money will be spent on the Revision of the Building Code. That will be used to document the following codes:- Available regulations, standards and specifications, adequacy of available regulations, standards and specifications and seminars/workshops of stakeholders.

Head 507 - Kenya Institute of Highways and Building Technology

Mr. Obwocha: Mr. Temporary Deputy Chairman, Sir, on page 418, under Head 507, Item 459 - Roads 2000 Programme (Training). There is no provision under the Roads 2000 Programme. This is a programme that has assisted many districts because of the cost and the labour-intensive methods used. Has the Ministry abandoned this or what is the position? It is not indicated here whether there is any money for that.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, the Roads 2000 Programme has not been abandoned. It is an ongoing programme.

Head 505 - Mechanical and Transport Department

Mr. Billow: Mr. Temporary Deputy Chairman, Sir, on page 418, under Head 505, Item 220 - Purchase of Plant and

Equipment, a provision of Kshs37 million has been made. Given that in most of the districts equipment and machinery are virtually unserviceable, the provision here does not seem to be designed for their purchase, especially for grading and gravelling. What is the Ministry's policy regarding the use of the DRCs' money? There are no serviceable machineries at all in any constituency.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, that is precisely what I said. I said that because of this, we have a problem. The Government is handicapped to deal with a number of issues in the DRCs. That is actually why we are re-introducing the department. You cannot introduce it without purchasing equipment. I said that we are trying to re-introduce the programme, where we will have strategic units at certain areas. First we want to begin with provinces and, eventually, we will go to the districts, so that we have complete units including shovels, graders, excavators, rollers, trucks and tractors, so that we will do most of the emergency works ourselves.

Mr. Billow: Mr. Temporary Deputy Chairman, Sir, if you look at the following year, you will see that the amount has gone down to only Kshs4 million. There is no indication that there is a policy to provide the equipment. The Kshs37 million will not be enough to buy any equipment for even one constituency, leave alone the entire country. In the following year, you can see that the amount has come down to only Kshs6 million.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, funds keep on diminishing. However, we have to purchase plant and equipment which will be hired out so that we get funds.

Mr. Syongoh: Mr. Temporary Deputy Chairman, Sir, I wish to refer to page 417, Head 400, Item 401, Construction of Buildings VP's Residence---

The Temporary Deputy Chairman (Mr. Khamasi): Wait a minute, I beg your pardon! That has already been approved and we cannot go back to it!

Mr. Syongoh: Mr. Temporary Deputy Chairman, Sir, I apologise, I was not aware.

The Temporary Deputy Chairman (Mr. Khamasi): Sorry, try next time!

(Heads 399, 404, 505, 506, 507 agreed to)

(Sub-Vote 133 agreed to)

SUB-VOTE 136 - ROADS

Head 385 - Other Roads

Mr. Obwocha: Mr. Temporary Deputy Chairman, Sir, I would like to refer to Head 385, Item 451, Kisii-Chemosit Road. I know the Minister knows the pain I feel because of this road. The Ministry has allocated Kshs400 million for that road. However, there were outstanding bills in the last financial year. I would like to know whether that money has been released, or it is waiting for us to approve the Ministry's Vote so that construction on that road can commence.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I fully understand and appreciate the pain the hon. Member feels. That is the reason why I have put this project on fast track. I want to assure him that all the outstanding bills have been paid. The money that I have provided for this road this time round is for construction. As I speak now, I would like to confirm to the House that, in fact, the construction work is going on. Personally, I will ensure that this work does not stop until that road is completed.

Head 384 - Major Roads

Mr. Kipchumba: Mr. Temporary Deputy Chairman, Sir, I would like to draw the attention of Minister to Head 384, on Major Roads. Could he tell us why the

[Mr. Kipchumba]

Nakuru-Timboroa Road is not included in the list? It is a major road. As I speak now, that road is impassable.

Mr. Rotino: Mr. Temporary Deputy Chairman, Sir, I would like to refer to the same Head so that the Minister could answer both questions. The Kitale-Lokichoggio Road is a major road. However, there are no funds allocated for that road. There is a lot of work to be done on the Kitale-Lodwar Road.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I would like to inform the hon. Member that the Nakuru-Timboroa Road he is referring to is covered under Item 512 - Northern Corridor Rehabilitation Project, and we have allocated substantial funds for it. When I was speaking, I referred to the Kitale-Kacheliba-Lodwar Road. So, it is in the programme.

Dr. Shaban: Mr. Temporary Deputy Chairman, Sir, on page 419 Head 384, Item 511-Nairobi-Mombasa Road Rehabilitation Project (Mtito Andei-Bachuma Gate), I thought that the project was completed, but I can see an allocation of Kshs130 million.

The Temporary Deputy Chairman (Mr. Khamasi): The hon. Member is wondering why you allocated money for that road, yet it is complete.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, it is true that the road is complete, but this is the retention money, and final accounts, that is supposed to be paid to the contractor.

Mr. Sambu: Mr. Temporary Deputy Chairman, Sir, on page 420, Head 385, Item 980 - Appropriations-in-Aid, I would like to thank the Ministry for having negotiated to have this payment made by the Chinese Government. I would like to request that they get the contractor to commence the works, because they have been staying idle for too long. Now that the Appropriation-in-Aid money is coming from China, they should start working. For nearly six months, they have been staying idle in the camp. I would like to request that the work starts as soon as possible.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I am personally very concerned about this project, and I have been very frustrated because of the bureaucracy. This week, I discussed this issue with my counterpart, because there are 26 Chinese technicians who have been in the country for more than three months and they did not even have work permits. The equipment also stayed in Mombasa for a long time before being cleared. There was some misunderstanding, which has been resolved, and this contractor is going to begin work immediately.

Mr. Kamotho: Mr. Temporary Deputy Chairman, Sir, on page 420, Head 385, Item 447, could the Minister tell us which area is covered by this particular amount of Kshs25,300,000 in the Mt. Kenya region? This is because we have the Murang'a-Getuge-Njumbi Road Project which stalled more than 15 years ago. I would have expected this particular road to be considered together with other stalled projects.

An hon. Member: It is obvious. It is going to the Mt. Kenya mafia!

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I want to assure the hon. Member that this money is not going to the Mt. Kenya mafia, because there is no mafia in Mt. Kenya. This money is going to Meru, Githongo, Maemba and Chogoria.

Mr. Kamotho: On a point of order, Mr. Temporary Deputy Chairman, Sir. There is a large allocation of money within the Meru region in this Vote. So, to bring another Item called, "Mt. Kenya" and yet other districts in Central Province have no allocation, is terribly unfair.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy

Chairman, Sir, I know that the hon. Member may not have been in Meru recently. I know the last time he travelled there in a chopper and they even had a landing problem. If you have been to Meru, you would sympathise with the people of Meru. I am not saying that other places are not worse off, but Meru is one of those areas that require some attention. I would also like to assure the hon. Member that Meru has not benefited unfairly in this particular programme and, if the hon. Member wants to verify, he can come to the Ministry and I will be able to explain to him. This is a project that is funded by the KFW of Germany and it was started in 2001.

Dr. Galgalo: Mr. Temporary Deputy Chairman, Sir, it is unfortunate that I was unable to contribute to this Ministry's Vote. I would have raised some points there. What is worrying me at this stage is Head 384 on page 419, Item 433 - Thika-Makutano Road which has been allocated Kshs11,400,000. The worst section of that road is after Sagana; all the way to the junction heading to Kiganjo. It would have made more sense if money was allocated to that section which is bad.

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Deputy Chairman, Sir, I would like to assure the hon. Member that, that is covered under the Murang'a-Sagana-Marua Road Rehabilitation Programme. There is provision for it.

Mr. Lesrima: Mr. Temporary Deputy Chairman, Sir, I would like to have some clarification on the status of Maralal-Rumuruti Road. This is on page 420, Head 385. This road has not been allocated any funds and yet in terms of planning, it used to be ahead of other roads. When I raised a Question in Parliament, the Minister informed the House that the designs for this road were ready and the construction would cost Kshs2.1 billion. The European Union was interested in funding this road. In terms of funding under ADB, this road was ahead of the Emali-Loitokitok Road. What is the cause of change of heart? Is it because we are in KANU?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, there is no change of heart. I mentioned that we are talking to a number of other donors, but until we have firm commitments, we cannot put it here. This particular road has been proposed to the ADB for funding and I hope that we will get our Act together with our development partners. Funds will be found within this financial year to build this road.

Ms. Mbarire: Thank you, Mr. Temporary Deputy Chairman, Sir. On page 420 Head 385, Item 599 there is on some budgetary allocation of Ksh9 million to the Embu-Kianjokoma Road. What is this Kshs9million supposed to do to this road? Is it to be used from Embu to Kianjokoma or what is the money meant for?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, this money is intended for designing purposes. We want to begin designing it now.

Dr. Galgalo: On a point of order, Mr. Temporary Deputy Chairman, Sir. That is already an existing road. How do we start designing it now? I have used it many times.

Mr. Waithaka: Page 420, Head 385, Item 447, is on Improvement of Rural Infrastructure in Mt. Kenya region. We would want a clear indication as to whether the definition of Mt. Kenya region would include Nyandarua District, which is actually sometimes included in the Mt. Kenya region but it is off Mt. Kenya region because of the Aberdare region. What share is Nyandarua going to get if it is considered to be a part of Mt. Kenya region?

The Temporary Deputy Chairman (Mr. Khamasi): Can you repeat the question for the Minister to be able to respond?

Mr. Waithaka: When we talk of rural improvement of infrastructure in the Mt. Kenya region, which area are we referring to? Is it the area around Mt. Kenya, Central Kenya, or does it also include Nyandarua District; and if so, how much money will Nyandarua get?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I have already responded to that question.

Mr. Billow: Mr. Deputy Chairman, Sir, on page 420, Head 385 talks of Other Roads. You

will notice that there is not a single stretch of road in the whole of North Eastern Province covered under this. During the Official Opening of this House, none other than the President of this Republic emphasised the need to develop infrastructure and particularly the roads in North Eastern Province.

The Temporary Deputy Chairman (Mr. Khamasi): You are not addressing any particular Item. Are you?

Mr. Billow: I am going to raise it! When we went for a meeting with the President, he guaranteed us that there would be a provision from the funds of this Government for roads in the North Eastern region, and not only from donors. Was it a fraudulent statement to Kenyans or is the Minister undermining the President? Where is the provision in this Vote?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, there is a lengthy list of other roads that we are dealing with through the Fuel Levy Fund. Those ones are not included here and there are quite an number of roads in North Eastern Province included in that particular Vote.

Mr. Muturi: Mr. Temporary Deputy Chairman, Sir, as we understand, the Minister read "the other roads" and what we want to encourage is that all those roads be included in the Printed Estimates so that everybody can see that there is provision for them. On page 419, Head 384, which is on Major Roads, the three Items 500, 511 and 512, something is not being made clear. In his reply, the Minister says that the Northern Corridor Road starts from Mombasa via Nairobi, into both Malava and Busia. On Item 512, there is clear provision of Kshs495 million on the Northern Corridor rehabilitation. The Minister has just answered that the Nakuru-Timboroa Road is part of that. Something is not clear here. Why not say from Mombasa - which he says is where the Northern Corridor Road starts - to Busia and Malava, where we are provisioning for so much money? There is a rehabilitation project for Nairobi-Mombasa Road, Mtito Andei-Bachuma Gate Road, which I had the opportunity to drive along the other day. These roads have been allocated Kshs130 million which the Minister says will be used to pay some bills. Next year, there will be an allocation of Kshs210 million and the other year there will be Kshs441 million. I wonder whether the Minister is telling us that they are paying bills up to four years from now on that particular section, yet it is part of the so-called Northern Corridor Road. Could the Minister specify---

The Temporary Deputy Chairman (Mr. Khamasi): You have made your point, Mr. Muturi. Could we have the Minister's reply?

The Minister for Roads, Public Works and Housing (Mr. Raila): Mr. Temporary Deputy Chairman, Sir, I fully understand the sentiments of the hon. Member. As I said, it is like buying clothing for your wife. You buy the shoes, the skirt and the blouse and--- This is being done this way, basically because there are different donors involved. The section from Mtito Andei to Bachuma Gate is funded by the World Bank. From Sultan Hamud to Mtito Andei or vice-versa, it is funded by the European Union. The road from Mai Mahiu, Naivasha to Lanet is also funded by the European Union. The road from Lanet to Timboroa is funded by the World Bank. The road through Kisumu is also funded by the World Bank. That is the reason why they are captured differently. Otherwise, it comes to the same thing.

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

(Sub-Vote 136 agreed to)

(Vote D13 agreed to)

(Question put and agreed to)

(Resolution to be reported without amendment)

(The House resumed)

[Mr. Deputy Speaker in the Chair]

REPORT

VOTE D13 - MINISTRY OF ROADS, PUBLIC WORKS AND HOUSING

Mr. Khamasi: Mr. Deputy Speaker, Sir, I beg to report that the Committee of Supply has considered Vote D13 - Ministry of Roads, Public Works and Housing and approved the same without amendment.

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

The Assistant Minister for Lands and Settlement (Mr. Ojode) seconded.

(Question proposed)

Mr. Muturi: Mr. Deputy Speaker, Sir, now that we have given the Ministry of Roads, Public Works and Housing the money necessary to see them through this financial year, we would like to encourage the Minister to consider decentralising the Rent Restriction Tribunal - because that tribunal falls under his Ministry - so that other parts of this country can get the services they need because people are suffering, having to travel to provincial headquarters and there is only one chairperson of the tribunal. Finally, I would like to encourage the Minister to now move away from rhetoric and swing into action on the issue of the so-called "cowboy contractors".

With those few remarks, I beg to support.

The Minister for Lands and Settlement (Mr. Kimunya): Mr. Deputy Speaker, Sir, I would like to take this chance to thank the Minister for the efforts he is putting in, reining in the corruption in the construction industry and the House for approving the allocation that we need to bring back the infrastructure in this country.

Mr. ole Ntimama: Mr. Deputy Speaker, Sir, I think it is important to commend the Minister for presenting such a good Vote which has been properly debated. I would like to remind him that although I thank him very much for the Mai Mahiu-Narok Road, he should also remember the Narok-Mau Narok-Nakuru Road.

Mr. Sungu: Mr. Deputy Speaker, Sir, I would like to congratulate the Minister. I wish that, in fact, this Ministry could get double the budget that it got because infrastructure is very important.

With those few remarks, I beg to support.

Dr. Galgalo: While we commend the Minister for his actions, we want him to remember northern Kenya in his next financial year's Budget because this time, all we have received are promises of requesting donors to take up our roads and nothing has come to us this year. Please remember us next year.

Mr. Ogur: Thank you, Mr. Deputy Speaker, Sir. As we were talking here you heard a lot of references to roads in other parts of the country like the Mt. Kenya region. There was very little mention of the rest of the country, especially the area where I come from.

I want to remind the Minister that the worst roads which ought to be allocated some funds are in Nyatike.

(Question put and agreed to)

ADJOURNMENT

Mr. Deputy Speaker: Hon. Members, it is now time for the interruption of business. The House is, therefore, adjourned until Tuesday, the 29th of July, 2003, at 2.30 p.m.

The House rose at 6.30 p.m.