

NATIONAL ASSEMBLY

OFFICIAL REPORT

Wednesday, 21st July, 1999

The House met at 2.30 p.m.

[Mr. Speaker in the Chair]

PRAYERS

ORAL ANSWERS TO QUESTIONS

Question No.274

DEATH OF MR. JARED MOKANO

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

(a) if he is aware that the late Jared Mokano, a PI teacher, was killed in a road accident on 27th November, 1998, along Keroka-Kisii Road, at Keumbu in Kisii District, involving a vehicle, registration No.KAE 658C, an Isuzu bus;

(b) what investigations were carried out to establish the cause of the fatal accident involving the deceased, who was a passenger in the said vehicle; and,

(c) when the family of the deceased will be paid by the insurance company, M/s Pan African Insurance Company Limited under Policy No.MCP 048632C.

Mr. Speaker: Anybody from the Office of the President? I will come back to it! Next Question!

Question No.308

LICENSING OF FARMERS' BANK

Mr. Speaker: Is Mr. Ndwiga present? We will come back to that Question.
Mr. Maitha's Question is deferred!

Question No.396

DISMISSAL OF MR. ABDALLA MASHAKA

(Question deferred)

Mr. Speaker: Mr. Kitonga's Question is also deferred!

Question No.278

GRADING OF ZOMBE-MUTITU ROAD

(Question deferred)

For the second time, Mr. Anyona's Question!

Question No.274

DEATH OF MR. JARED MOKANO

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

- (a) if he is aware that the late Jared Mokano, a P1 teacher, was killed in a road accident on 27th November, 1998, along Keroka-Kisii Road, at Keumbu in Kisii District, involving a vehicle, registration No.KAE 658C, an Isuzu bus;
- (b) what investigations were carried out to establish the cause of the fatal accident involving the deceased, who was a passenger in the said vehicle; and,
- (c) when the family of the deceased will be paid by the insurance company, M/s Pan African Insurance Company Limited, under Policy No.MCP 048632C.

Mr. Speaker: Anybody from the Office of the President? Sorry, I will defer your Question!

(Question deferred)

Mr. Speaker: For the second time, Question by Mr. Ndwiga!

Question No.308

LICENSING OF FARMERS' BANK

Mr. Speaker: He is not in, therefore, the Question is dropped.

(Question dropped)

QUESTIONS BY PRIVATE NOTICE

NON-PAYMENT OF CHEQUE BY KCB

(Mr. Shidie) to ask the Minister for Finance:-

- (a) Is the Minister aware that Kenya Commercial Bank declined to honour Cheque No.019537 dated 7th June, 1995, amounting to Kshs10,561,800 to Mr. Jaffar Shariff?
- (b) Is he further aware that as a result of the above, Mr. Jaffar Shariff has suffered immensely and that his properties are being auctioned?
- (C) When will he be paid the above sum of money together with interest accrued?

Mr. Speaker: Mr. Shidie is not in? So, the Question is dropped.

(Question dropped)

BENEFICIARIES OF HELB LOANS IN SAMBURU

(Mr. Leshore) to ask the Minister for Education and Human Resource Development:-

- (a) How many students from Samburu District benefitted from the Higher Education Loans Board loans this year?
- (b) In view of the fact that Samburu District is one of the least developed and poorest in the country, could the Minister consider using the Presidential Bursary Fund this year, and in the future, to meet education costs for university students from Samburu District?

Mr. Speaker: Mr. Leshore is not in? His Question is also dropped.

(Question dropped)

SUB-DIVISION OF MALINDI SHOW GROUND

(Mr. Badawy) to ask the Minister for Lands and Settlement:-

(a) Is the Minister aware that the stadium and the showground plots in Malindi, registered in the name of the Municipal Council of Malindi and the Malindi DDC, under reference No.30958/V of 20th March, 1998, are being sub-divided and already being offered for sale to several private developers?

(b) Could the Minister direct the Commissioner of Lands to reject proposals to sub-divide, transfer or change of user currently being undertaken by the Municipal Council of Malindi against the wishes of Malindi people and the Malindi DDC?

Mr. Speaker: Mr. Badawy, not in?

(Question dropped)

COMMITTEE OF SUPPLY

(Order for Committee read being Tenth Allotted day)

MOTION

THAT MR. SPEAKER, DO NOW LEAVE THE CHAIR

Vote 13 - Ministry of Public Works and Housing

*(The Minister for Public Works and
Housing on 20.7.99)*

(Resumption of Debate interrupted on 20.7.99)

Mr. Githiomi: Mr. Speaker, Sir, before the House adjourned yesterday evening, I had said that roads in my constituency are in a deplorable condition.

Mr. Shidie: On a point of order, Mr. Speaker, Sir. First, I would like to apologise for coming late. I thought that since my Question is by Private Notice and, therefore, among the last ones on the Order Paper, I would reach here in time. I seek the indulgence of the Chair to allow me ask my Question.

Mr. Speaker: Mr. Shidie, we are in the next Order. Proceed, Mr. Githiomi!

Mr. Githiomi: Mr. Speaker, Sir, I was saying that Road D389 is in a pathetic condition as a result of the effects of the *El Nino* rains. Last year, I went to the Ministry of Public Works and Housing and met an engineer in the name of Mr. Kiguru, who was the Chief Engineer. He agreed that he would repair this road before December, but up to this moment, this road has not been repaired. I even went further and paid Kshs25,000 to the engineer in charge of roads in Nyandarua District, who is based at Nyahururu, but up to now, the road has not been repaired.

Mr. Speaker, Sir, engineers in the Ministry of Public Works and Housing should for once take their work seriously. We have always voted funds in this Parliament, and yet they are not reflected on the ground. Last year, there was some money allocated to do roads in Nyandarua District. We have not seen even a shilling being spent on those roads. One wonders where this money goes.

Mr. Speaker, Sir, it is becoming shameful even for the roads that are being tarmacked, because engineers have ignored their professional ethics. If you went to a road that has been tarmacked, you would only see an inch of tarmac on an earth road. For example, the Magumo-Njabini Road, which is presumed to have been tarmacked, has only half an inch or less of tarmac which has been laid on the earth. So, you cannot say that, that is a tarmac road. I think time has come when the Engineers Registration Board started deregistering engineers who do not observe professional ethics. Our roads continue to be in pathetic conditions despite the fact that they are assumed to have been tarmacked. The Engineers Registration Board should for once get serious and start deregistering engineers who have no respect for their profession. We know that all these things are happening because of corruption. In fact, if you wanted to know the most corrupt people, you only need to go to the Ministry of Public Works and Housing, where you would see very fat engineers. This is a clear indication that they do not only depend on their salaries as monthly income. Some of them are

using the Ministry's money to construct their own houses. One doubts whether they can do that from their salaries.

Mr. Speaker, Sir, the road from Gilgil to Miharati is in a terrible situation. It is time the Ministry of Public Works and Housing seriously thought of how they are going to have a comprehensive scheme to do the roads we have in the country. For example, on the Gilgil-Miharati Road, I have never seen a tractor despite the fact that year in, year out, we are passing money for the Ministry of Public Works and Housing to do roads. It is time that the donor community thought seriously on how to administer money that they give to Kenya in terms of loans, and particularly the money that goes to roads. I do not think that money is put into the best use. We do not get value for money. Construction of a kilometre of tarmac road in Kenya costs as much as Kshs15 million, but if it is to be evaluated properly, I do not see it going beyond Kshs7 million. If it is seriously evaluated, it would not take more than Kshs10 million. I wonder where the balance of Kshs8 million, or even more, goes to. It is just because of the high rate of corruption that we have in this country which has made it difficult to sustain our communication network.

In Nyandarua District, and I have repeatedly said it, I think we are disadvantaged since we have been given a very raw deal since Independence. It seems as if it is not part of this country; it is a secluded district, which has no road network despite the fact that those people pay taxes. Every year, they pay taxes, and every year, we allocate money to that district for road repair. Road D389 should be treated as an emergency. It is unfortunate that the Minister for Public Works and Housing is not here, but his officers are here. It should be treated as an emergency. It is totally impassable, not to mention that even Road C69 is also totally impassable. The Ministry should think of how to approach the repair of those roads. Last year, I asked a Question in this House and the Minister promised that the roads were going to be done before August, and that there were adequate funds to do the roads in Kipipiri, Geta and Wanjohi Locations. I have not seen a single tractor from---

Mr. Speaker: Time up!

Mr. Shidie: Thank you, Mr. Speaker, Sir, for giving me this opportunity to contribute to this Vote. The Ministry of Public Works and Housing is a crucial Ministry to this country. This is a Ministry that is supposed to provide the needed infrastructure in this country. As I speak now, the Minister and his Assistant Ministers are not here.

The Assistant Minister for Public Works and Housing (Eng. Rotich): I am here!

Mr. Speaker: Eng. Rotich is seated in his usual place!

Mr. Shidie: Mr. Speaker, Sir, we wanted the substantive Minister to hear what we say in this House. Infrastructure in this country is a crucial matter because, if we need to travel; if we need to do business, or if we need to do the day-today work activities in this country without a proper infrastructure, we cannot achieve anything.

Mr. Speaker, Sir, we are voting about Kshs15 billion to this Ministry so that the road network can be improved. Whereas we are voting in this money for the sake of building major and feeder roads that are really required by our people, that money happens not to be used properly. I am saying so because the infrastructure in this country has collapsed. That is the true story. We are blaming the *El Nino* phenomenon and other factors, but the fact remains that the work done by the Ministry of Public Works and Housing and other contractors is so shoddy that taxpayers' money is being misused. For example, in Garissa District where I come from, there is no single grader on the road. The workshop which was supposed to repair Government vehicles in the province is not properly utilised. Almost all Government vehicles, even the ones that have worked for one to two years, are being boarded and sold. The garage is not working. If we look at the entire province, we do not have one single tarmac road, and it is becoming increasingly difficult to reach our constituencies.

Mr. Speaker, Sir, those are the things that make our people suffer. We want to do business, transport items and livestock, but we cannot do that because there is no road. Six or seven months a year, we cannot reach our people when it rains, precisely because those roads have not been graded, unless you have a very strong four-wheel-drive vehicle or a military vehicle that can only be used in that circumstance. That is the only vehicle that can reach our areas. So, whereas we are voting in a lot of money, that money is not being properly utilised. That is the sad story in this country.

Mr. Speaker, Sir, when we got the *El Nino* funds, we thought that those districts which were affected by the *El Nino* phenomenon would benefit. Today, Garissa District is getting peanuts, Kshs33 million, which cannot even repair any road. Kshs33 million is nothing! Districts which were not affected by the *El Nino* phenomenon are benefiting more. Some are getting Kshs300 million to Kshs400 million. We wonder what is happening? After 36 years of Independence, there is not a single trunk road that enables our people to travel. In the morning, when other people are rushing to Machakos Bus Station, we are rushing to Wilson Airport. That is where our beehive of activity starts. We are transporting *miraa*, human beings and goods using Wilson Airport. We are taxpayers. Why are we using aircraft, which are more expensive, rather than roads? Those are the things that affect us. Why do we vote in money which is not utilised? The time has come for us when we should say that the money we vote should not even be taken to the districts; let the Government utilise that money for other purposes. If some few crooks at the district level are going to misuse it, then, let the Government have the money for that sake. There is no need for us to vote that money,

and then it is misused by a few individuals who have become millionaires overnight. Those people are peddling papers. If you go to any district in Kenya, you will realise that people who have not worked; people who are just literally moving papers, or who are paper pushers, are making millions and millions of shillings whereas the common man is suffering. The time has come for that money to be withdrawn completely from the districts.

Mr. Speaker, Sir, the main issue in the world today is privatisation. Why do we not privatise our roads? For heaven's sake, the trunk road between Mombasa and Eldoret, the gateway to Kenya, can be privatised. We are being told that those roads are going to be repaired. Any time you just look at this, you are finished. Today, we are blaming bad drivers; we do not have bad drivers, really, as such. There might be two or three, but the roads are in a terrible mess. The way the infrastructure was made is such that, we are likely to cause more accidents on those roads. If you give a contract to a contractor, even before a year is over, the road has peeled off completely. The recently opened road between Garissa and Mwingi is peeling off barely a year or two later.

The time has come to give private developers those roads. If possible, the Government should subsidise private contractors. We were told that a road must be used by 10,000 vehicles in a day. The Government can give subsidy to the contractors to ensure that those roads are privatised. Privatisation is the main thing. We have seen the public sector is not working well, because the people who are there are not interested in the public good of Kenyans. Why are we wasting money, if we are going to vote Kshs15 million to the Ministry of Public Works and Housing and the money goes down the drain?

Mr. Speaker, Sir, last year, just after the *El Nino* phenomenon, we flew with the Minister to assess the road passing through Garissa District. The bridge on that road has not been repaired. The Minister promised us that he was going to do something on the bridge, and nothing has so far been done. On the road between Modogashe and Habaswein, there was this Skanska Company which was doing it and Kshs150 million was pumped there in 1996, and today, it is in a worse situation than it was.

Mr. Speaker, Sir, why do we have to waste money? We are ready to take that money to the Government because if that money will be misused, then we will have no business to ask for money from the Government to be "eaten" by some few individuals there. There are some officials in the Ministry of Public Works and Housing who work by just pushing papers and making money; that is, bureaucratic reinstatements and lining their pockets with money, and that is the true state of affairs in this country. Others have started their own private construction companies. Some District Engineers start their own private companies and yet, they are using the facilities of the same Ministry. We wonder where the morals and the code of conduct of the civil servants are? We are ever complaining that, those roads are impassable.

Mr. Speaker, Sir, I will give you another example. We were given Kshs2 million for the road in my constituency between Benane and Mbalambala. I brought a Question to this House and I was told that, that road was being graded. I tell you that nothing was done on that road.

Mr. Shill: Even no tractor went there!

Mr. Shidie: Mr. Speaker, Sir, no tractor or even any human being went there. If that is the way we are going to be treated, then we are just tired. We are tired because we are not getting what we need, and it is really affecting our people. If the Minister can hear me well, we are telling him and the Ministry that, if the money that we are going to vote will be misused by some few fellows there, then we want to return that money and use it for other purposes, and that is the truth. This is because money is sent from here and it is just used by some officers who push papers here and there.

Mr. Speaker, Sir, it is really sad in this House, since we are voting money for the sake of Kenyans, and the money is not properly utilised. I know that the Minister and his Permanent Secretary are newcomers.

With those few words, I beg to support.

Mr. Wamae: Thank you, Mr. Speaker, Sir, for giving me the opportunity to make my contribution to the Vote of this very important Ministry. It is very important because infrastructure, and particularly road infrastructure, is a key to development. Without the road infrastructure, there is no way we can have rural development, such as in the sectors of agriculture, tourism and all other activities which depend on roads.

Mr. Speaker, Sir, but the history of this Ministry is a very pathetic one. The history of the Ministry of Public Works and Housing is one of corruption. That is corruption in the morning, afternoon and at night. In fact, the officers who work in this Ministry should be worried about their own reputation if they are good officers. This is because the reputation of this Ministry has been very much eroded. I am not saying that everybody who is there is corrupt, but the past experience is that Kenyans are ashamed of the capability of our professional officers. We have engineers who are highly qualified from the universities, both here and abroad, in all aspects, but when it comes to performing their duties, they do not do a perfect job. They are prepared to sign that money has been spent when, in actual fact, it has not been spent. They are prepared to certify and append their signatures that a contractor has done a certain job within specifications, when they know it is not correct. So, Kenyans have continued to lose their resources and money in this

way.

Mr. Speaker, Sir, we are also very concerned about the contractors who seem to have got hold of the Ministry of Public Works and Housing. They have been assigned certain areas, and they remain there and continue as if there is no competition in tendering. We all know that in Uganda and Tanzania, although I do not say that there is no corruption in those countries, resurfacing of roads costs between Kshs5 million to Kshs6 million per kilometre. In Kenya, it costs an average of Kshs15 million. Where does this difference arise? Take the case of the road from Kiganjo to Nanyuki, whereby 48 kilometres is being done by Krishna Behal. It is being resurfaced at a cost of Kshs600 million because it was done just a few years ago. That is a very high cost for resurfacing. I was surprised that the Head of State, when he came from his foreign visits, said that he knows that there is corruption because it is costing Kshs14 million to construct a kilometre. It is true! It is costing about that amount because of corruption. If we are costing, and there is fair competition in the Ministry of Public Works and Housing, we will be able to do more roads in this country. We will be able to develop this country faster. However, we are all very disappointed by our professional people.

Mr. Speaker, Sir, it is for this reason that the World Bank and the Africa Development Bank (ADB) do not now respect the signature and certifications of our professional officers. They have to bring their own officers to come and check the roads themselves because the reputation of our own engineers is very much at stake. When I look at the estimates, I notice that in the whole of Central Province, we have received no money this financial year for major roads. In fact, they say that the last one was Thika-Makutano Road, which was completed. We have not received any money, and our roads are in a very bad shape and we come from an area which is highly productive in coffee, tea and agriculture, and we make a very major contribution to the taxes of this country. Therefore, we wonder why we are being ignored.

Mr. Speaker, Sir, I know that there is the fuel levy which is not shown in this book, but we would like the Minister to give us a schedule, when he comes to reply to this Vote, showing where the fuel levy money is being utilised. We want to know on which roads the fuel levy money is being utilised. This is because we do not know and, maybe, some provision has been made under the fuel levy fund to do such roads like the Nyeri roads which Eastend Company(?) started and never completed. It then re-started doing it and it re-opened tarmac roads which became murram roads. We even had a demonstration, and the Minister is aware of that, and he assured me that this road is going to be done this financial year. We have even told our people in Nyeri that construction will start in August this year, but it is not here and when I ask the officers, they tell me that it is in the fuel levy fund. But how are we going to know unless we get a list from the Minister to show us the roads that fall under the fuel levy, so that we do not have to quarrel with him, that they are not in this book? I hope, therefore, that the Minister will provide us with the list of the roads being done with money from the levy, so that we can know that something is being done in our areas, and that they have not been ignored.

Mr. Speaker, Sir, on the question of access roads, that is the roads to productive areas, we need to have a clear policy on them. These are the roads to productive areas like coffee and tea growing areas, and to tourist areas. The roads which are going to increase productivity must be given priority because these are the roads which are going to open up areas to alleviate poverty. Before, we used to do the cost-benefit analysis for roads and I do not know whether you do it anymore. This is because some of the roads that we are doing now, and going to certain areas, do not seem to have any economic justification. Therefore, I think, somehow, that there should be a proper criteria indicating why certain roads are being done and not others, which would have more economic value. As a poor country, we cannot do roads for leisure, or just for the sake of it.

Mr. Speaker, Sir, as a poor country, we cannot afford to build roads for leisure. We should rehabilitate roads in tourist attraction areas, so that those areas can be accessible to tourists. We all know that tourism is very important to the economy of this country. We need to open up areas where crops can be grown, so that they can also help to improve our foreign exchange earnings. We need to build roads leading to maize-producing areas, so that we can move the cereal from those areas to other deserving areas. All these are matters which the Ministry has to do. So, the Ministry will determine whether other Ministries will succeed or not. If the Ministry fails, other Ministries will fail too, because they cannot do their work properly.

Also, there is need for better co-ordination between the Ministry of Public Works and Housing and the Ministry of Local Authorities, so that we can have a better connection between towns and upcountry. Therefore, it is very important that those roads which pass through towns are well co-ordinated, so that we can have proper management of trunk roads leading to different areas of the country. One of the reasons why we have a high rate of accidents is the poor state of our roads; the poor state of our roads is responsible for the many accidents that occur. It is also responsible for the increase of fares by matatu operators. Matatu operators spend a lot of money on maintenance of their vehicles, and they, in turn, pass over the cost to commuters.

Insurance companies have increased their premiums on motor vehicle cover because of the increased rate of accidents; they have realised that, with the many accidents that occur on our roads, they are not making profit. So, the

transport costs of vehicle owners have increased because of the poor state of our roads. It is, therefore, very important that this issue be looked into. Some roads, particularly the Naivasha-Gilgil Road, have had very many accidents. On that particular road, a lot of people have died because of the congestion of traffic. That road is very narrow, and it should be expanded. Very many people travelling to western Kenya have perished on that section of the road.

The Thika-Makutano Road is so beautiful and smooth that when it rains, vehicles skid off it. I do not know why the engineers who built that road did not allow for some friction on its surface. We need to make the surface of that road rough.

With those few words, I support the Motion.

Mr. Achuka: Ahsante sana, Bw. Spika, kwa kunipa nafasi hii ili nichangie Hoja ya bajeti ya Wizara ya Ujenzi na Nyumba. Hoja hii inatajabisha, na ni hatari sana!

(Laughter)

Barabara ni maisha, na huleta maendeleo katika sehemu yoyote ile. Ukosefu wa barabara nzuri unatatiza nchi hii na wananchi wake kwa jumla. Barabara zote humu nchini zimeharibika, na hazipitiki. Ninafahamu jinsi mambo yalivyokuwa wakati wa ukoloni. Serikali ya mkoloni ilijenga barabara katika kila sehemu humu nchini.

An hon. Member: Ziliwekwa lami?

Mr. Achuka: Bw. Spika, ninazifahamu barabara zote zilizojengwa kwa mikono katika sehemu za Turkana. Baadaye, barabara zile zililainishwa na matingatinga, na zilikuwa zikipitika kwa urahisi.

An hon. Member: Toboa!

Mr. Achuka: Bw. Spika, hivi nisemavyo, barabara ya kutoka Merit kuelekea Lodwar haipitiki. Hivi majuzi, nilisafiri kwa gari langu katika barabara ile. Gari lile lilivunjika gear box, na gear box mounting ikakatika. Nililiwacha gari hilo Nakuru leo kwa sababu ya barabara mbaya.

Barabara ya kutoka Merit kuelekea Lodwar haipitiki kabisa; gari ndogo haiwezi kupita kabisa katika barabara ile kwa sababu sehemu yake ya chini italia muinuko wa barabara ile, ambayo imechimbika mtaro. Gari kama hilo linaweza kuvunjika. Wenye magari katika sehemu ile wamevumilia shida hii kwa zaidi ya mwaka mmoja na nusu kufikia sasa. Jambo la kushangaza ni kwamba, Wizara ya Ujenzi na Nyumba haijachukua hatua yoyote kuirekebisha hali hii. Wananchi katika sehemu ile wanapata taabu. Sasa, watu hawawezi kusafiri kutoka Kitale kwenda Lodwar wakitumia gari ndogo. Wasafiri kati ya miji hiyo ni lazima wasafiri kwa lori ama kwa njia nyingine.

Barabara ya kutoka mahali panapoitwa Duluk kupitia Kataru hadi Lorugum ilifungwa miaka mitano iliyopita, licha ya kwamba hiyo ndiyo barabara inayotumiwa kwa shughuli za uchukuzi, mawasiliano na usalama katika sehemu hiyo. Sasa, ni vigumu hata kusafirisha maafisa wa usalama katika sehemu ile. Barabara inayotoka Lokorio kuelekea Kinyang, kupitia Kataba, ilikatika miaka miwili iliyopita; mtu hawezi kufika Lodwar kupitia barabara hiyo. Sasa, wakazi wa sehemu ile hupitia Kartodo, Marigat, Kabarnet, Kitale, na hatimaye kuelekea Lodwar, umbali wa kilomita 600, badala ya kusafiri umbali wa kawaida wa kilomita 104, kutoka Kartodo hadi Lokorio. Hii ni shida kubwa sana!

Bw. Spika, hakuna barabara kati ya Lochuamosi, Lochuakula na Lochogot. Barabara kati ya sehemu hizo iliharibika miaka miwili iliyopita. Barabara ya kutoka Lwoya kwenda Alale pia iliharibika. Hata hatuwezi kuwasiliana na watu wa West Pokot kutoka Lwoya. Hii ndiyo barabara inayopitia Alale, Kacheliba, Kapenguria, hadi Kitale. Barabara ile imefungwa. Hii ni shida kubwa. Nilipokuwa kijana, nilishuhudia magari yakisafiri katika barabara zile kwa mwendo wa maili 70 kwa saa. Kila baada ya kilomita 50, kulikuweco na kituo cha maafisa wa kurekebisha barabara na kutengeneza mitaro ya kumwagia maji ya mvua kando ya barabara. Siku hizi, barabara zile hurekebishwa vibaya. Matingatinga hupelekwa katika barabara zile yakiwa na mafuta kidogo. Matingatinga hayo hulima katikati mwa barabara, lakini hayatengenezi mitaro ya kando kando. Mvua inaponyesha, karibu barabara yote hujaa maji na kuwa kama mto. Hii ni kwa sababu ya kutotengeneza barabara zile kulingana na vile inanyohitajika.

Ukosefu wa barabara umesababisha hasara kubwa kwa taifa la Kenya na wananchi kwa jumla. Hili ni tatizo kubwa kuliko matatizo ya vita vya kikabila na wizi wa mifugo. Shida hii imesababisha watu wengi kupoteza maisha yao, na kusababisha hasara kubwa kwa wananchi.

Bw. Spika, hakuna dereva yeyote ambaye anaendesha gari umbali wa kilomita 30 au 60 bila kupeleka gari kwa gereji. Niliondoka kusafiri siku moja kwenda Mombasa nikisafiri kwa Akamba Bus usiku, lakini si kulala kwa sababu ya kurushwarushwa na gari kwa vile barabara imeharibika. Wakati nilipofika Mombasa, nilienda kwa hospitali ili kutibiwa tumbo kwa vile lilikuwa limeumia kwa sababu ya kutingishwa. Nikirudi Nairobi, ilinibidi kutumia pesa zangu zote kusafiri kwa ndege mpaka hapa. Sikuona gari lolote dogo likipita usiku huo. Wakati niliporudi mara ya pili, nilisafiri kwa gari la moshi na nikalala kidogo.

Barabara ni lazima zitengenezwe kwa sababu Serikali inatoa pesa za kufanya kazi hii. Hoja hii tunayojadili hapa ni ya kupitisha pesa za kutengeneza barabara. Hizi pesa hata kama tutazipitisha, hazitatumika kwa kutengeneza barabara; zitakwenda kwa mifuko ya watu wachache, na barabara zitabaki zikitaabisha wananchi na kuaibisha Kenya

na Serikali. Maoni yangu ni kwamba tupendekeze namna ya kutengeneza barabara. Kamati ya siasa ishirikishwe, na kila mpango wa mkoa ama wa wilaya uwe na wanasiasa wa kushauriana na maafisa ambao wanapanga mipango. Yafaa wajue ni barabara gani itarekebishwa kwanza na ni gani itafuata. Wote washirikiane na waone ya kwamba hizo pesa zimetumika, na barabara inayorekebishwa imerekebishwa kwa haki. Tumepoteza imani kwa maafisa wa Serikali kwa sababu wao hawako ndani ya wananchi; wao ni nyang'au. Ni lazima wajue kwamba wakiendelea kukula zaidi, itakuwa sumu kwao---

The Minister for Public Works and Housing (Mr. Ngala): Jambo la nidhamu, Bw. Spika. Ijapokuwa mhe. Mbunge anazungumza, ningependa kuuliza maoni ya Bw. Spika. Neno "nyang'au" ninafikiri ni neno ambalo ni kali zaidi, na ninafikiri si vizuri pengine kutumia lugha kama hiyo.

Mr. Speaker: Bw. Achuka, "nyang'au" ni nini?

Mr. Achuka: Bw. Spika, mimi sijatumia lugha mbaya; maana yake ni "kula zaidi"!

(Laughter)

Mimi sikuchaguliwa kuja kwa hili Bunge ili nijipendekeze kwa mtu yeyote. Niko kwa hili Bunge kwa ule msimamo ulionileta hapa ili niwakilishe nchi hii na wananchi.

Dr. Oburu: Thank you, Mr. Speaker, Sir. I rise to support this Motion, and I would like to begin by talking about our housing policy in this country. The policy of this Government appears not to be taken seriously, particularly as it appertains to the allocation of Government houses. As it is now, Government officers are living in very pathetic conditions. The housing allowance given to these officers is meagre. Actually, it is not enough even to rent slum houses in Kibera, but Government houses are being disposed of left and right. The same Government is in the process of renting other houses. How can a person dispose of his own house and lease another one from another landlord? This is imprudent policy and it is dishonest. The houses are being disposed of corruptly. There are people within the Government who specialise in condemning very good Government houses, and the same houses are allocated to politically-correct individuals, who sell some of these houses even before they see them. I know some people who get letters of allotment of Government houses and they sell them before they even know the actual location of those particular houses.

Mr. Speaker, Sir, recently, the Minister promised that there would be no further disposal of these houses. I want him to assure this House that he is honest, and he is going to implement what he has said. I also want him to assure the House that he has the power and the ability to implement what he has promised this country. This is a very serious matter, and we do not expect Government officers to live in slums and render effective services to Kenyans. As we are talking today, the Provincial Police Officer in Coast Province, and the CID Provincial Officer, are being evicted from their houses because these houses have corruptly been allocated to certain individuals. We want to warn those who are taking these houses that when the system changes, they will not be let to go scot-free with these corruptly acquired houses. They will have to account for them and surrender them to the public, to whom these houses rightly belong.

Mr. Speaker, Sir, the importance of the road network in this country for socio/economic development cannot be over-emphasised. The road network in this country has completely been dilapidated. This country is suffering from serious economic problems and I do not know whether there is a serious attempt to rectify what has either been destroyed by *El Nino* rains, or through corruption. The way the tenders for roads construction are awarded in this country is completely unacceptable. They are awarded through "ambushing", and the truth of this is that some of the roads get washed out even before the contractor completes the work. A good example is the Kisumu-Busia Road where the contractor started re-carpeting the road from Kisumu and before he was half-way to Busia, the section from Kisumu, where he had started, was completely destroyed. There was actually no supervision and we have evidence that some officers who are supervising some of these roads are compromised even before the contractor starts constructing the road. Some of them are given brand new vehicles so that they do not properly supervise these roads. I hope when the Minister replies, he will tell us exactly what measures he is taking to correct the situation where roads construction tenders are awarded to corrupt contractors. What is he going to do about the officers who condone such corruption?

The question of pending bills is a very serious matter. Pending bills in the Ministry of Public Works and Housing are not genuine bills because these are bills of contractors whose contracts were irregularly awarded, and the contracts themselves are sometimes revised. They do the revisions before the completion of the contracts, and these revisions are far beyond the actual award by even 10 or 20 times.

I would like to ask the Minister not to pay road contractors whose contracts have been approved by Government appointed consultants, and have been revised more than five times. Regarding the disposal of Government vehicles in the Ministry, it is also irregularly done, through high-handedness. Tenders are awarded to officers within the Ministry, without having an open tender system. That aspect has been brought out very clearly in

the reports of the Controller and Auditor-General. The Minister needs to look into the matter very seriously, so that Government vehicles are properly disposed of through an open tender system, and the highest bidder buys them.

Road maintenance in my constituency has gone haywire. I do not know why the Minister and his officials do not consider Bondo District to be part of Kenya when they are allocating funds to districts for road construction from the *El Nino* Emergency Fund. Bondo District got nothing from that Fund. The *El Nino* rains, which were brought by God, also rained in Bondo District and destroyed most parts of the road network in my constituency. The Kisian-Bondo-Usenge Road is in bad shape, and I have not seen any funds in the Estimates specifically allocated for that road. As my colleague, hon. Matu Wamae, said, we would like to know if this road will be maintained by funds from the Fuel Levy Fund. If that is not the case, we would like the Minister to tell us why this particular road is being ignored year in, year out. The contract of constructing the Ndori-Owimbi Road was awarded to a contractor who was to construct a paved road, but he did put up bridges and then abandoned the project. Now, we are being told that the road will be made all-weather. What happened to the original contract that was awarded for that road? Where is the money which was allocated for that particular road? Part of my constituency, as I am speaking here, is completely cut off from the rest of the world. There are Amoyo and Nyagunda Bridges which have been completely washed away, and money was allocated last year to maintain them. But we were told that money could not be retrieved from the Kisumu District Treasury because of cash-flow problems. The cash-flow problem cannot be used to cut off the economically viable areas, like the Nyagunda Bridge. Government officials must visit that area as an emergency measure, because people from that area are completely cut off from the rest of the world. We expect to benefit from the money collected and taken to the Fuel Levy Fund. It is important for the Government to preserve what is already there; new roads should not be constructed before those which lots of public funds were invested in are repaired.

My constituency should be one of the priority areas when it comes to allocating money from donors. There is no donor-funded project in my area. I do not know who talks to these donors. When the donors come to this country, it appears that, that part of the country is completely forgotten as far as work on road networks is concerned. I request the Ministry to allocate more funds to Bondo District because it is new, and it needs more funding than any other district. Perhaps, the Ministry forgets because it is new, although I understand that some people do not like new districts. But our district cannot be treated like a new one because it has already been there. So, the challenge is in the court of the Minister who should consider it for funding.

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

Mr. Sambu: Nashukuru, Bw. Spika, kwa kunipa fursa hii. Nikiunga mkono Hoja hii, ninafahamu ya kwamba wakati wa kugawa pesa, Wilaya ya Nandi haitapata pesa zozote. Nitasema kila kitu juu ya jambo hilo kwa sababu barabara ya kutoka Kipsigat hadi Kaprumo na Serem imesahaulika. Maofisa wa Wizara walipatiana tenda na kontrakta akaanza kuchimba, akaweka mawe pahali pengine, na kuwatoa wapita njia kutoka barabara. Lakini, ile njia ya miguu sasa haipitiki kwa sababu ya mvua. Kontrakta aliwacha kazi hiyo na sasa haonekani. Sasa tutafanya nini na kule kwetu tunalipa kodi kwa Serikali? Sijaambiwa kuwa Wanandi hawalipi kodi!

Wilaya yetu inakuza majani chai, miwa na mahindi, na tunatoa kodi na kulisha watu wa nchi hii. Lakini ajabu ni kwamba wakati wa kutoa pesa, sisi hatupewi pesa zozote. Naomba wakuu wa Wizara, kwa unyenyekevu, watupatie pesa ili barabara ya Kipsigat-Kaptumo-Serem imalizwe kurekebishwa, kwa sababu watu wengine wanasema sisi Wanandi ni wajeuri. Tunaweza kuwa wajeuri aje na tunalipa kodi? Kuhusu pesa kutoka Fuel Levy Fund ambazo zilipitishwa na Bunge hili, mbona wakati wa kuzigawa wengine wetu hawapati? Tunataka kila wilaya ipate sehemu ya pesa hizo.

Sasa, ninataka kuzungumza juu ya rasilmali ya Wizara hii. Kuna mashine ambazo zilinunuliwa na zinahifadhiwa na Wizara hii katika kila Wilaya. Huko Wilaya ya Nandi, mashine zote zimebomolewa makusudi na wale wahandisi wa Wizara. Kuna mhandisi mmoja ambaye alitolewa juzi huko, ambaye alifanya maajabu. Alichukuwa grader na kupeleka ndani ya msitu, akaifunguwa na kutoa grind shaft na kisha kuiuzia Kalasinga. Sasa, hatuna grader wala trakta katika wilaya nzima ya Nandi. Tulikuwa na trakta 14 pamoja na grader zake lakini zote zimebomolewa na kuuzwa.

Siku hizi, tunaisihi Serikali itufanyie mambo fulani. Kuna maana gani kununua mashine halafu kuruhusu watu wazibomoe makusudi? Jambo lingine ni kwamba maofisa wa serikali za wilaya huko Wareng walinunua graders kama tatu za aina ya Mitsubishi, mwaka 1985, na zikasajiliwa kama KWE. Serikali ya Japan vile vile ilitoa kama msaada kwa Serikali grader na malori mengine, lakini zile mashine za Serikali zote zimevunjika ilhali zile za Serikali za Wilaya zinafanya kazi vizuri. Kwa nini maofisa wa Wizara hawawezi kujiuliza ni kwa nini hawawezi kusimamia mashine zao ili zifanye kazi vizuri? Mbona wanaruhusu wafanyakazi wao wavunje mashine hizi makusudi?

Nikigeukia hali ya wafanyakazi katika Wizara hii, Serikali yetu inasema ya kwamba inataka kumaliza umaskini kule vijijini. Maofisa wa Serikali wakitaka kufanya hivyo, lazima waache kupatia Wahindi, ambao wamenona mpaka kuwa na matumbo makubwa, kazi ya ukarabati wa barabara. Hata kama ni ile kazi ndogo ya ukarabati ya kutia murrum inafaa Wizara hiyo iajiri watu wafanye kazi kwa mikono. Kazi kama vile kufungua mitaro

na kutoa maji kando, inaweza kufanywa kwa mikono. Barabara zingine hazipitiki kwa sababu mitaro imezibika, hata juu ya barabara ya lami. Maofisa hawa wafanye hima na wajiri watu kutoka vijijini, ili wafanye kazi katika barabara zao.

Ningependa Waziri asikize nikiongea juu ya jambo la usimamizi wa fedha katika Wizara yake. Ufisadi umeenea sana.

Ajabu ni kwamba barabara ya mita 200 ilitengenezwa na Mhindi akalipwa Kshs225 milioni; ndio tunauliza ikiwa barabara hiyo ilitengenezwa kwa dhahabu, almasi au madini mengine. Kama hawawezi kusimamia mali ya nchi hii vizuri--- Kutengeneza barabara ya mita 200, na mwenye kutengeneza barabara hiyo akalipwa Kshs225 milioni, ilhali kwa mwaka mmoja, Wilaya yote ya Nandi haipati hata Kshs20 milioni, ni ajabu sana! Hizo Kshs225 milioni zilizolipwa kutengeneza barabara ya mita 200 zingegawiwa wilaya karibu kumi au tano. Siku hizi, nasikia kwamba kutia lami kilomita moja hugarimu Kshs20 milioni. Ni kwa sababu gani hugarimu kiasi hiki ilhali tunajua bei ya lami, mawe na mashine? Ingawa tutapitisha pesa hizi, lazima wajue hawana usimamizi bora. Baadaye, jambo hili litafanya Serikali ya KANU kukataliwa na wananchi kwa sababu haisimamii rasilmali ya wananchi kwa njia inayofaa. Mtasema "Sambu", lakini nasema ukweli! Vile Bw. Shikuku alivyosema hapa, ukweli haufichiki. Ukificha ukweli, siku moja utatoka chini ya ardhi. Ukweli ni kwamba usimamizi wa rasilmali ya nchi hii kwa sasa si mzuri. Wakati Waziri atakaposimama kujibu, tunataka aseme ni vipi barabara ya mita 200 ilitengenezwa kwa Kshs225 milioni.

Bw. Spika, nataka kuuliza juu ya mradi wa Roads 2000 ambao unagharamiwa na serikali za kigeni. Mbona mradi huu ukaanza katika wilaya zingine na Wilaya ya Nandi ikakataliwa? Tunaona uchungu sana! Pesa ambazo zimetolewa na nchi zingine, mbona zikanyimwa sehemu zetu? Twataka, ikiwa kuna ukweli, na wilaya zote zinaangaliwa sawa sawa bila mapendeleo, sehemu yetu ya Nandi ipewe pesa za Roads 2000, na sisi wenyewe tutazisimamia. Wakati huu, hatutaki wahandisi wenu, ambao ni fisi wala-watu pamoja na nguo zao. Tunataka zile pesa zipelekwe mpaka wilayani na tuzisimamie sisi wenyewe. Tutawaajiri watu wetu walime zile barabara kwa majembe ya mikono. Lakini "fisi" kutoka Nairobi, hatutaki kuwaona kule. Hizi pesa zimetolewa na marafiki wetu kutoka nje. Kwa nini mje mzile bure? Nyinyi ni fisi wala-watu pamoja na nguo zao!

Bw. Spika, kulikuwa na mradi uitwao Rural Access Roads ambapo pesa zilipelekwa wilayani. Pesa hizo zilienda wapi? Mwaka jana, Wilaya ya Nandi ilikuwa na Kshs3 milioni. Hizo pesa hazikuonekana. Watu walifanya kazi na wanangoja kulipwa. Lakini zile pesa hazikuonekana. Ikiwa Waziri ana uwezo wowote, aulize kwa nini wahandisi wake waliajiri watu kwa udanganyifu, wakijua kwamba hawatalipwa. Tukiuliza, tunaambiwa kwamba eti Authority to Incur Expenditure (AIE) ilipeanwa lakini pesa hazipatikani kwa district treasury. Tangu lini district treasury ikakosa pesa? Kama Serikali inakosa pesa, nani atakuwa na pesa? Tunataka watu wetu waliofanya kazi hiyo walipwe.

Nikizungumzia barabara katika wilaya yangu ya Nandi, nimetaja ile barabara kubwa ya Kaptumo. Kuna zingine zilizosahaulika. Kuna ile ya B288 kutoka Mosoriot kwenda mpaka Chepterwai. Daraja mbili katika barabara hiyo zimebomoka kwa miezi mitatu sasa. Magari yanakuja mpaka ng'ambo ile na kurudi. Yanalipisha watu nauli ya juu sana kwa sababu hakuna daraja. Kama sisi ni walipa kodi, tunataka daraja zetu zitengenezwe. Tunalipa kodi kwa Serikali ambayo ina wajibu wa kutengeneza barabara. Hatutaki pesa zetu ziliwe na wale fisi wala-watu na nguo zao!

Nashukuru, Bw. Spika.

Dr. Omamo: Thank you, Mr. Speaker, Sir. Can you believe that, a road constructed by a so-called reputable contractor, and it is signed as finished, can be useless within three months? It has happened! Mamboleo-Miwani-Chemilil Road, which is a major road in Nyando Sugar Belt, was constructed by Haya Bishan Singh. That road is already useless. I am sure the Minister is taking me seriously because the previous Minister, hon. Kones, before he was transferred, had a look at this road. Hon. Kones, who is a very keen Minister, nearly committed suicide right there on the road! He could not believe it! The contractor was robbing the Ministry in broad daylight! It was daylight robbery! My first plea is: Could the Minister find time to go and see the condition of the Mamboleo-Miwani-Chemilil-Muhoroni Road?

*(Mr. Ngala consulted an officer
on the Civil Service Bench)*

The Assistant Minister for Information and Broadcasting (Mr. Maizs): On a point of order, Mr. Speaker, Sir. The Minister is not listening to the deliberations on the roads. We are very serious and we would like him to listen.

Mr. Speaker: Order! Order, hon. Minister! All the addresses are being made to me! I am very attentive! Proceed!

The Assistant Minister for Information and Broadcasting (Mr. Maizs): He should take notes!

Mr. Speaker: Order! The control of the House is in my hands. It is absolutely necessary---

(An hon. Member interjected)

Order! You will get out! Hon. Members must appreciate that the only reason why the officers come here is for them to hear what you are saying, so that they can advise the Minister. The Minister is quite within his rights to consult his officers in order for him to respond to your anxieties when his time comes.

Proceed!

Dr. Omamo: Thank you very much, Mr. Speaker, Sir. I am sure the Minister will agree with me that he is not doing the right thing because this road is a shame to the Ministry. The other road which needs attention is the Chiga-Loielang'o-Ulikolielo-Nyakoko-Kibigori Road. This road had been listed to benefit from the *El Nino* Roads Rehabilitation Programme because it was damaged by the *El Nino* rains. But what is the use of enlisting a road and then things just dry up before any action is taken? I would like to persuade the Minister to check this particular road because it was damaged badly by *El Nino* rains.

The other road which was damaged badly and was also enlisted under the *El Nino* Roads Rehabilitation Programme is the Ahero-Miwani Road. This road is very important because it links Miwani Sugar Factory with the main Kisumu Road. It also links Kisumu with Ahero, which is the divisional headquarters in one of the Nyando divisions. This road is the one used by wananchi when they are cultivating rice and sugar-cane. I want to emphasize this point because sugar-cane cultivation is a complicated matter in my constituency. The fact that we are cultivating sugar-cane as the main crop is complicating matters because sugar-cane is a "heavy duty" crop. Cultivation of sugar-cane requires heavy duty equipment; we need heavy duty tractors in the fields. Harrowing of sugar-cane fields is also heavy duty. Harvesting, transporting and crushing of cane are all heavy duty activities. All the equipment that makes sugar-cane cultivation and processing possible needs good roads. I would like to request the Minister, through the Chair to, "please, come to Muhoroni and see for yourself." We would like to show you the Muhoroni-Oneno Nam-Songo-Kopele Road which cannot be used because of its poor condition. There are roads just across the Canal, the Nyang'oma-Udugu Road, and the Udenyo Road. All these roads must be repaired. If we do not repair them, it will not be possible---

An hon. Member: Chiga-Kibigori Road!

Dr. Omamo: My dear friend is talking about Chiga-Kibigori Road. It is true that it is in a bad condition. The sugar-cane and rice farmers themselves are trying to repair it, but we are letting them down on the road. I would like to request the Minister to do something on our roads.

The other point I want to make is that let us not stick to some of these few contractors that win tenders and do a terrible job. One example I want to mention--- I do not want to backbite anybody before you because it is no use doing it. I am just telling you, and you will tell them. I am telling Haya Bishan Singh, through you, that he has proved to be no good because he did a messy job on the Mamboleo-Miwani Road. We do not want him to continue doing these messes. He has continued to do such messes even within Kisumu Municipality. We cannot see bad things being done all the time. One man should not be allowed to spoil the whole thing. As we say in another language, if you allow one worm, it can spoil the whole meat. Let us get rid of this particular worm.

With these few remarks, Mr. Speaker, Sir, I beg to support.

The Assistant Minister for Industrial Development (Dr. G.B. Galgalo): Thank you, Mr. Speaker, Sir. While I support this Motion, I want to add my voice to the concerns raised by hon. Members who have spoken here. The development of any nation largely depends on the road network available. Previously, we used to boast of having the best road network in this region. But this is a thing of the past now because of poor maintenance and workmanship, and inadequate resources. This is a trend which must be stopped. If you look at the Moyale-Isiolo Road, it was murraged in 1973. Since then, there has been no maintenance whatsoever. Today, it is a nerve wrecking experience to travel on that road. In fact, I would challenge the Minister and his team to attempt to travel on that road between Isiolo and Moyale. They will not make it. Others have tried and they have ended up being picked up by helicopters on the way. That is the kind of road we are talking about. One wonders why this has to be so.

The allocation to Marsabit, Moyale and Isiolo districts is very minimal. It is impossible for the officers on the ground to work with that kind of resources. They say resources are allocated according to classified roads. If our roads are not classified, whose responsibility is it to classify them? If you are basing your allocation on classification, then be more serious; think of equity, fairness and classify all the roads that need to be classified in all districts.

Mr. Speaker, Sir, there is no development in Moyale and Isiolo Districts simply because there are no good roads. People use lorries in those districts. I think our area is the only one where people travel on lorries because there are no matatus and buses. Most of those lorries were purchased on loan, and the owners are having it rough because they do not last for six months. This is so because before the owner of a lorry finishes repaying the loan, the vehicle is a wreckage, and in most cases, the financial institutions take it back. Therefore, whoever had invested in it, if that was

all the money he had, will suffer because it goes down the drain. What else would you expect this person to do?

I would like to inform this House that Moyale District has one old grader, which is more often grounded than working, and one lorry. The only classified road in the district measures 130 kilometres, and you can call it a murrum road, if you like. This district has one grader, which is grounded most of the time. Why does the Government not give us at least one or two graders that are functional and a few lorries, so that, although we do not have a single kilometre of tarmac, because we cannot afford that luxury, at least we can maintain that murrum road? There is a vast area to the south of Moyale District which is very good for grazing. We are a livestock community in Moyale District, but there is no single road in that area. Therefore, it is impossible for our people to go and graze their animals in those areas. It is also a security risk to go and graze animals in those areas because in case of a problem, the security forces will not come in to assist. Therefore, we would like to urge this Ministry to consider other areas instead of allocating money to areas that have already had too much since Independence. For example, Central Province has a good road network, which is comparable to any other in the world. Although this province has a good road network, it continues to receive more money. Why does the Ministry not open its eyes and look at other parts of the country that are suffering?

(Applause)

Central Province is not the only province in this country! Why should it continue to receive more money than other parts of Kenya? The Ministry should be more fair when it comes to distribution of money to various provinces.

Mr. Wamae: On a point of order, Mr. Speaker, Sir. The hon. Member has said that Central Province continues to receive the bulk of the money, but in the present Budget, there is no money which has been allocated to Central Province. Is the Assistant Minister in order to make that serious allegation?

The Assistant Minister for Industrial Development (Mr. G.B. Galgalo): Mr. Speaker, Sir, if the hon. Member is complaining of poor funding, he can address that complaint to the Minister and not to me!

(Laughter)

The Moyale-Isiolo Road is an important road even in terms of regional co-operation. Recently, when war broke out between Eritrea and Ethiopia, the Ethiopians wanted to use our port, thinking that we had a road which connects Mombasa Town and Moyale District. When they discovered that there was no road which connected the two towns, they used Djibouti, which has now expanded its ports more than ten times. That country is now reaping the benefits that we, as a nation, would have got through the use of our port facility.

This road is important in all aspects. If it is repaired, it will boost the economy of this country. Our neighbours in Ethiopia, Eritrea and Djibouti have industries that are not a quarter times as established as ours, and our goods sell like hot cakes in those countries. But because of lack of good roads, we cannot market our goods in those countries. This makes nonsense of the story about regional co-operation. This is because there can be no regional co-operation without significant trade; which cannot exist without a proper road network.

Mr. Speaker, Sir, I would like to inform this House that this particular road has also become a killer road. There are no bridges on that road because all of them have been swept away. All the culverts have also been swept away. I would like to inform this House that bandits are now ambushing people at washed away bridges and culvert sites.

Last year, I lost my brother at such one site. This is because at such points, vehicles come to a standstill, and North Eastern Province being what it is, several bandits surround the vehicle and shoot people at random. It is a nightmare to travel on those roads! For all these reasons, we want to see serious attempts being made by the Ministry of Public Works and Housing to address the issue of Moyale-Isiolo Road. The Government should know that Moyale, Marsabit and Isiolo Districts are part of this country, and it is its responsibility to seriously look into that road and make it passable, if it intends to continue to enjoy our support.

Mr. Speaker, Sir, an hon. Member also raised the issue of housing in this House. The Ministry of Public Works and Housing has a very poor policy on housing, particularly when it comes to housing civil servants. In fact, other Ministries lease houses from private individuals. Why does the Government not pay that money to the poor civil servants instead of paying it to a well-to-do fellow? This will enable these civil servants to afford mortgages and thus acquire their own houses instead of individuals making money out of the Government. Mr. Speaker, Sir, the sale of Government houses must also stop. We are talking about giving civil servants incentives to work hard. Some hon. Members here have talked about corruption, and civil servants embezzling money. How do we expect a civil servant who lives in a shoddy place, and whose family lives under horrible conditions to have the energy and the will to overcome the sharks, who will tempt him with money? Civil servants cannot overcome that because they are not angels!

Therefore, we would like to urge the Ministry to look after the few Government houses that have been left and allocate them to civil servants as one way of giving them the incentive to serve us and this nation diligently. This is because housing is the most important aspect in any person's life. If hon. Members who are here were not living in good houses, it would have been difficult for them to conduct their businesses and go about their duties as hon. Members of Parliament.

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

Mr. Murathe: Thank you very much Mr. Speaker, Sir, for giving me this opportunity to request for the scrapping of this Ministry. This is the Ministry of Public Works and Housing, which does not undertake any public work. All the construction that is going on in this country is being carried out by private companies. The roads in this country are being done by M/S Crescent and the HZ Construction Companies. I do not understand why we need this Ministry in this Government.

Mr. Speaker, Sir, I remember, when we grew up, there was the real Ministry of Public Works and Housing. In fact, the Government's presence was felt because the Government of Kenya (GK) tractors, equipment and machinery repaired roads in the rural areas. Nowadays, that is a thing of the past. This is the Ministry of Public Works and Housing, and yet, it has not undertaken even a single housing programme for the last 25 years. Why do we need this Ministry?

We have heard all hon. Members of Parliament complaining about poor roads in their areas. If we are all here complaining about poor roads in our areas, where does the money we vote here for the repair of those roads go to? There is not one single hon. Member who has spoken about good roads in his constituency. What is happening? In spite of this pathological hatred of the people of Central Kenya, which is being exhibited by some hon. Members, I would like to inform them now that Kakuzi Division of Gatanga Constituency has no single inch of tarmac, and yet, it is in Central Province.

The other day, we even asked this Minister a question about Ronald Ngala Street here in Nairobi, which is named after his father. It is in pathetic condition. There is another road called Kirinyaga Road which is in similar state and, maybe, this is just because it is passing through an Opposition zone. Through this House, I would like to request that we scrap this Ministry and deploy all officers serving in the Ministry to the provinces. Let us privatise road construction. Let us have these people deployed at district levels, so that they can build roads in their local areas. Let us have people contracted to maintain those roads in their specific areas. We are allocating a lot of money through this Ministry. This year alone, they are talking about K£325 million. At the end of the year, there will be nothing to show. It is a pity that we can sit here year in, year out, and vote money while the whole country is just crying as if we cannot understand the importance of the communication network or roads in this country, why, for example, we need to take farm produce to the market.

Take an example of Central Province, which is a coffee and tea growing area, which is holding this country together. In spite of that, farmers cannot take their produce to the factory, leave alone getting that tea out of those factories to the market, although we have the Ministry of Transport and Communications. It is high time that we redefined our priorities. Let the Treasury, or even the Central Tender Board, call for quotations, so that some of these jobs could be done. We should utilise some of these brainy people in the Ministry to assess the requirements on a district basis, and to award these contracts to the private companies because, anyway, that is what is happening at the moment. One of the basic requirements of a human being, apart from food and clothing, is shelter.

Mr. Mwenje: On a point of order, Mr. Speaker, Sir. While I appreciate that the Minister should consult, but when he takes the whole day there and is not listening to Members of Parliament, who are we going to tell all these stories?

Mr. Speaker: You are telling me.

Mr. Murathe: Thank you, Mr. Speaker, Sir. You know Mr. Mwenje has a height problem.

Mr. Speaker: What are you saying, Mr. Murathe?

Mr. Murathe: Mr. Speaker, Sir, you had allowed him to stand on a point of order, but you know he raises frivolous points of order sometimes.

I am just worried, that we have a Ministry of Public Works and Housing and yet, they do not even seem to have any housing policy for the people of Kenya. We know that the population of this country is rising and yet, there is no provision in the development plans to show that this Government is serious about housing Kenyans. I think the time has come when we must call a spade a spade and trim down some of these Ministries which are just guzzling public funds and doing nothing. This is one of those Ministries. Although it is being referred to as the citadel of corruption, I beg to disagree. We must go to the root cause of this issue of corruption in this country. We must all agree that it is the inability of this Government to invest in social security that has bred corruption.

When a university graduate comes out of college at the age of 24 years, he gets a job and gets married at around 30 years. That shows that by the time he is 38 years, he has children in Standard One.

Mr. Wehliye: On a point of order, Mr. Speaker, Sir. Is the hon. Member morally qualified to talk about corruption when we know that the other day he fraudulently, corruptly and deceitfully got Kshs10 million from Mr. S.K. Macharia? He should be the last person to talk about corruption in this House.

Mr. Speaker: Order! Mr. Wehliye you have heard the Chair from yesterday telling hon. Members not to stand in this House, against all rules of this House, to attack the characters of fellow hon. Members.

*(Mr. Ngala consulted with officials
on the Civil Service Bench)*

An hon. Member: Is hon. Ngala in order to consult while standing?

Mr. Speaker: Order, Minister! Freeze or sit down. I have had occasion to warn hon. Members previously that, you be mindful of Standing Order No.24 which bars you from adversely referring to another hon. Member without a substantive Motion. Mr. Wehliye, you have no substantive Motion against Mr. Murathe. Therefore, you are out of order and I ask you to withdraw that remark and apologise to the House.

Mr. Wehliye: Thank you, Mr. Speaker, Sir. I beg to withdraw and apologise.

Mr. Speaker: Very well. Proceed.

Mr. Murathe: I will deal with him elsewhere.

Mr. Speaker: Order! Mr. Murathe, you have no right to threaten an hon. Member in this House for what he has said. It is his privilege. The Chair is the only authorised organ to deal with Members, and I have dealt with him. Now, I will deal with you. You will withdraw that threat and apologise.

Mr. Murathe: Mr. Speaker, Sir, you know his problem and I also know it.

Mr. Speaker: Will you comply with my order?

Mr. Murathe: I withdraw and apologise. I was talking about this Government's inability to invest in social security programmes such as education, housing and in medicare, which is the real root cause of corruption in this country. Officers of this Ministry should, therefore, not be solely blamed for being corrupt in the implementation, or in the manner that they carry out their work. Let us have a clear road policy coming out of this Government. Let it not be discriminatory. Let the Government invest in communication, like the gateway from the Coast to the interior. We know that the gateway of the Mombasa-Nairobi Road to Eastern Zaire is in a pathetic situation. We know that the Great North Road which passes through Northern Kenya towards Ethiopia, up to Egypt, is in a pathetic situation. It is a pity that when we have a high Gross Domestic Product in the country, and as you are moving from Tanzania on that great North Road, you notice that the road is better on the Tanzanian side; you will start getting problems on the Kenyan side and yet, the resources available for application on the road network are much higher in this country than in Tanzania; clearly, we have a problem and I am sure that this Government is aware of this. I am also convinced that we have the capacity to resolve the issue of roads and housing if only we have the political will to do so.

With those remarks, I beg to support. In the meantime, I am thinking of what I should do to that hon. Member.

Mr. Musila: Thank you, Mr. Speaker, Sir, for giving me this opportunity to contribute towards this Motion.

The Ministry of Public Works and Housing is a very important Ministry of our Government. However, the performance of this Ministry has been below the expectations of Kenyans. This is so, notwithstanding the huge sums of money that are voted by this House annually. Most of the funds that are voted by this Parliament for the Ministry of Public Works and Housing go to waste. It is very clear that, that is through mismanagement and corruption. I say this because this country is a wash with many uncompleted projects, some of which have even been paid for and the completion certificates issued. The country is awash with many projects which are incomplete, although the costs keep on being escalated by officers of the Ministry. We can go on and talk about such projects. There are many projects which have been completed in a sub-standard manner, although certificates of completion have been issued. So, the end result has been that this country's infrastructure is now rotten and has continued to deteriorate. Indeed, this is a very bad picture for any person visiting this country, particularly from abroad.

Mr. Speaker, Sir, our national road network is in a mess. The Mombasa-Nairobi Road, Nairobi-Nakuru Road and all the road networks in this country are in a mess. Even judging from the contributions that have been made by hon. Members, it is very clear that this country has no roads whatsoever. Perhaps, the Minister should understand that, if we are to revive the economy of this country, we shall only do so if our infrastructure is improved. If we are to get tourists to come to this country, we can only do so if we improve our roads. So, in a nutshell, this is the Ministry that is holding the key to the national development and improvement of our economy, and yet, it does not appear to be doing what it is supposed to do. What has the Ministry done, that can stand as a good example for all of us to see? I would like to give a very simple example here. There is a national monument at Uhuru Park; that is the Nyayo Monument,

which was constructed only a few years ago.

I believe that this monument was meant to last for generations, but today, it is an eyesore in the City because of the poor workmanship that was done on that monument. Perhaps, the Minister could do something to ensure that that monument is improved. But this tells us much about the performance of the Ministry of Public Works and Housing, and the fact that it is unable to manage its projects.

Mr. Speaker, Sir, having said that, I would like to touch on the condition of roads in my constituency. Having listened to hon. Achuka, I can only equate the state of roads in my constituency to that in his constituency. During the last two years, I have not seen a single grader in my constituency and, for that matter, in the whole of Mwingi District. There are no access roads. I wish to say here that, I have no access to two of my administrative divisions.

There are no roads connecting Mwingi to Nuu and Mui administrative divisions. There are also no roads connecting Mwingi District Headquarters and Nzeluni Division. I can continue to list many other parts of Mwingi District. The list is endless. All there is, is that the roads are there, but for some reason, the Ministry has not been maintaining them.

Last year, Mwingi District was allocated Kshs3 million for road maintenance, but the Ministry never sent the Authority to Incur Expenditure (AIE) to the district. In April this year, that money was re-allocated for other things. So, this is the trend that is going on and I would like to request the Minister to be fair and ensure that roads are maintained throughout the country, and not just in some districts. Our district has been left out when it comes to road maintenance. I would like to draw the attention of the Minister to Road C94, Mbondoni-Kabati. The Government allocated Kshs58 million for this project but it was done in a very shoddy manner. Even during the time that construction was going on, I did point out to the Permanent Secretary in the Ministry at that time, that all was not well, but I met resistance because he argued that the road was being done properly. Before the contractor left the site, the road was already impassable. I did appeal to the former Minister for Public Works and Housing and he kindly toured the road, and he was shocked because of what he saw. He then promised members of the public there that the road was going to be graded once more. By that time, the contractor had not been paid, but by the time the Minister came back to Nairobi, the contractor connived with officers from the Ministry and he was paid. As of now, that road is still impassable.

I am appealing to the Minister to consider this road once more. The Government allocated Kshs58 million to be spent on the road, but as of now, there is no road. How can we explain this state of affairs, unless somebody did pocket part of that money, because there cannot be any other explanation? So, I am appealing to the Minister to consider that road and ensure that people can benefit from the fruits of their Government, which allocated the money.

Mr. Speaker, Sir, on the issue of pending bills, the Minister has asked for funds to pay pending bills. What happens here is that, as soon as Parliament approves this money, the big contractors come to claim their bit and they collect all the money due to them. I would like to appeal to the Minister to ensure that the small people who are owed money by the Government are given priority. By this, I mean the ordinary people and not the big consultants. I am saying this because on the Mwingi Garissa Road, which has already been completed, some 27 people had their land taken away to give way for road construction in a location called Ukasi. I have brought this matter to Parliament many times. These people have not been compensated for their land, which was taken away during the construction of the Thika-Garissa Highway, which was completed a long time ago and the contractor has left the site. When I look at the Printed Estimates, there is a provision for that road which means that as soon as we approve this Vote, the contractor is going to run to the Ministry and collect that money, and the ordinary wananchi, whose land was taken away, will remain there crying for Kshs10,000. So, I am appealing to the Minister to ensure that ordinary people, not only in my constituency but all over the country, are compensated in preference to these big contractors, whom we are doubtful as to whether their claims are genuine.

Finally, I would like to request the Minister to look into the issue of using members of the public for purposes of road maintenance. At the moment, this country is faced with unemployment problems. The billions of shillings that we are voting for road maintenance, and any other money coming through other sources, like the Roads 2000 Programme--- Why do we not use these billions to pay wananchi in the rural areas to work with their hands, and by so doing, we will be creating employment, alleviating poverty and some areas will even benefit more because work will be done in an efficient manner?

With those remarks, I beg to support.

Mr. Omamba: Thank you, Mr. Speaker, Sir, for giving me the opportunity to contribute to this Vote of the Ministry of Public Works and Housing.

Mr. Speaker, Sir, I will ask the Chair to allow me to give the example of my constituency since I know it better. I wonder why the Ministry has failed, for more than 30 years, to maintain any road in Uriri Constituency. Uriri is an agriculturally productive area. We produce sugar-cane and tobacco. After the *El Nino* rains, our roads are so impassable that farmers find it very difficult to transport their sugar-cane to the factories. The roads are muddy and potholed. They have not been repaired for many years. Our tobacco farmers transport their tobacco using carts pulled

by animals. During the rains, the tobacco remains in the barns to rot there, because there are no roads on which farmers can go through. This is lamentable.

[Mr. Speaker left the Chair]

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

Mr. Temporary Deputy Speaker, Sir, I find it very difficult because Uriri is the granary in the district. Uriri produces the staple foods as well as cash crops. We are not being treated like Kenyans, yet we pay taxes. When taking the tobacco leaves by carts, people on the other side of River Kuja find it impossible to take their tobacco to the centre because of the big river.

Last year, the same Minister promised in this House that a bridge would be constructed on River Kuja to enable these tobacco farmers to take their leaves to the centre. To-date, there is no indication whatsoever, that the bridge will be built.

Mr. Temporary Deputy Speaker, Sir, another serious problem is that people living on one side of River Kuja cannot visit their relatives on the other side, or even go to the divisional headquarters at Rapogi. Instead of coming to the market at Rapogi or Awendo, these people have to go to Nyatike via Migori and back. Instead of them having a 10-kilometre access road, they have to travel over 30 kilometres. Uriri Constituency, which is separate from Migori, is being isolated and yet, it is the granary of Migori District. From River Kuja, there is hydro-electric power, which serves the whole country and yet, there is no road from around Kogo, where the hydro-electric power is, to the headquarters of Uriri. Around this area, people find it difficult to travel, and they just walk, especially, during the rainy season. May I hasten to say that River Kuja is a permanent river which flows into Lake Victoria. This river also carries a lot of fish up to Gogo Falls. The crocodiles from the lake go up the river, looking for fish. So, this river is so much infested with crocodiles that when it rains and the river bursts its banks, it is dangerous for human beings to cross it. Moreover, people living along River Kuja were not compensated when they were displaced to create room for the hydro-electric project, and neither have they benefitted from this power. Why can the Ministry not consider these people? We have been isolated as if we are not Kenyans!

Mr. Temporary Deputy Speaker, Sir, the destruction caused by the *El Nino* rains on the infrastructure did not spare any part of this country. In Uriri, where there is usually heavy rain, it rained there more than anywhere else. The place was over-flooded. But the question is: Is there any money allocated to Uriri in the *El Nino* Disaster Fund?" If there is any, when will any of these roads be repaired? Are we not taxpayers? We grow tobacco, sugar-cane and produce electricity. We are doing so much for Kenya. But why are we abandoned? Why are we not being considered for any of these services?

Mr. Temporary Deputy Speaker, Sir, last year, an Assistant Minister promised in this House that he would make Road E101, from the tarmac at Stella, passing through Osogo Secondary School, to the big market at Sibuoche, up to Gogo. I followed up with him in due course and I was told to send the roads engineer to see the Permanent Secretary, who would advise him accordingly. Every year, the DDC has been recommending that this road be made. The roads engineer came to Nairobi Ministry headquarters and he was advised. Over Kshs1 million was allocated for this particular road, but, to-date, that road has not been done. The Minister has now told the House that for any road to be considered, it must pass through the DDC. But we attend these DDC meetings every year and pass resolutions about certain roads, and nothing happens. Why should we be referred back to the DDCs when there is no implementation of their resolutions? When I look at these estimates, the Minister is very keen on preparing the Recurrent and Development Expenditures, but I am wondering why nothing is done after this Vote is passed. Where does the money go to? In this country, everybody is complaining about corruption. Even young children are saying Kenya is corrupt. Why should we entertain such a bad image? Corruption in this country has become an incurable disease, just like cancer or AIDS. I am asking the Minister to consider Uriri, which is a new constituency, and it is very productive. We produce electricity; food crops; we pay taxes, and yet, we have never reaped anything at all from the Government. Why is this Government abandoning us?

With those few remarks, I beg to support.

The Temporary Deputy Speaker (Mr. Musila) Order, hon. Members!

Mr. Poghiso: Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to contribute to this Motion. I would like to congratulate my colleagues who have contributed to this Motion before me.

Mr. Temporary Deputy Speaker, Sir, this is a very sensitive Motion because communication is an element of communion or commonness. The Ministry of Public Works and Housing is responsible for road networks among other things. If people do not communicate with each other, and especially be able to reach places that they want to get to,

then the opportunity for human beings to live and work together is not encouraged. I am saying this because I come from a constituency that is marginalised. Kacheliba Constituency has no classified roads, maybe, because I do not know what their classification is. The only road which passes through my constituency has not been repaired for a long time and it is very important to us. I have spoken about that road in different ways. One thing which is wrong with that road is that, it is not passable. If it were up to me, that road would be closed, so that people can walk or use donkeys to get to places.

Mr. Temporary Deputy Speaker, Sir, I think time has come for Ministries to justify their own existence. When it comes to roads in my constituency, it is time the Ministry justified its existence. In other words, when budgeting is done and this Ministry is taking so much money to do, among other things, road work construction, I believe somebody could have gone round all these constituencies, including my constituency, and assessed the situation. If that was the case, our roads could have been repaired. Our roads are the easiest to handle because they are not tarmacked. I have no single inch of a tarmac road in my constituency. All I am saying is that, we simply need to get some tipper lorries because the murrum is available on the ground. So, it is a matter of getting somebody to spread that murrum on our roads, and we will have a road. We are not demanding too much; we are simply asking that, this road, which passes from Kapenguria down the escarpment to Kacheliba and Halale in my constituency, be considered for goodness sake. The road needs to be considered for repair.

Mr. Temporary Deputy Speaker, Sir, for that matter, I would like to know what the engineers from the Ministry and engineers in charge of Rural Access Roads Programme in West Pokot, tell their supervisors year in, year out. What do they say about roads in that part of the world? Do they say: "I went to the office today, at 8.00 a.m and came out at 5.00 p.m.; I am satisfied that I did work for that Ministry?" I think there needs to be a justification. Why do you want to be called an engineer if you do not want to engineer anything? I would like to suggest that, rationalization and justification be demanded of officers who are on the ground.

Mr. Temporary Deputy Speaker, Sir, we would like to see the Fuel Levy Fund being applied in West Pokot District this year. Let us, at least, have a figure or hear that some money has been returned to West Pokot District from the Fuel Levy Fund, so that some of the money can be used to repair our roads. I would like to see new strategies used by the Ministry to do road maintenance and construction. Many hon. Members have talked about how pathetic roads are in their constituencies. I think we should consider some of these strategies. I have already said that, in future, when roads become impassable, the Government should come in and simply close them until an SOS has been sent, to say that, this road is actually a disaster road. At that point, let them take up the construction of that road. Let the road go, let us not have people suffering by putting their vehicles on those roads. Let the roads be closed; let them be declared disaster roads until something is done about them. I think it is time that the strategies of building, operating and classifying roads were considered. Time has come to privatise our roads.

Mr. Temporary Deputy Speaker, Sir, I only hope that, after the roads have been built and become operational, they should be transferred to the private sector where people should man them. The roads will then continue to be sustained. I would also like to propose, that those engineers who certify falsely that a road has been completed and is up-to standard, be charged instantly, because that does a great disservice to this country. How would you feel when you see a road maintained and tarmacked today, and then you come back tomorrow to find that it has potholes? Somebody must have said that: "This road is okay, let us pay the contractors". That person should be surcharged. This is because the standard should be set, so that nobody can build a road of a lower standard than the one which has been set by this Ministry. But it does happen.

Mr. Temporary Deputy Speaker, Sir, I also propose that when it comes to the Ministry of Public Works and Housing, the focus of development should be the constituency. It is about time we really considered constituencies as the focus of development. You can send Kshs100 million to a district, but that does not justify a fair distribution. I am suggesting that the constituencies should be considered. Each constituency in this country needs to have, at least, a good road. The roads are then going to be maintained. Let them then send people to the ground on the constituency level. I think that, for many of our development programmes, we should consider the constituencies as units of development.

Let me touch on the issue of roads in the security problem areas, like my constituency. Communities have been fighting each other over cattle rustling in my constituency; like the Pokot, Turkana, Markwet communities and others. One of the difficulties of tracking down these bandits is the communication problem, especially the roads. The fact that those roads are not in good state makes it difficult even for security personnel to get to places and to rescue people who have been attacked and to send security personnel to places where they should combat this situation. I think priority should be given to these so-called security road networks.

Mr. Temporary Deputy Speaker, Sir, time has come when every location and sub-location should be considered as a unit of development. Once you get to the constituency, then you go down to the location and sub-location because most cattle rustlers come from those sub-locations and move cattle from one place to another. When

they do that, the Government security personnel need to intercept them. The quickest way is to drive through some of those most difficult locations and sub-locations and bring security personnel very close to where they can track them down.

Mr. Temporary Deputy Speaker, Sir, I need to say something about the Rural Access Roads Programme. There was a time when that programme was very successful in my constituency. In fact, we felt that, if all roads fell under that programme, we would be okay within my constituency. I do not know what has happened to that programme, because we have not seen maintenance of roads or any new roads mapped. I think that programme was hiring people from the local area and was bringing employment closer to the people and the people kept and owned those roads. When people own a project like that, it looks like it is going to be given more attention and people would work harder on it.

I would like to request that, this programme be brought back to serve our place. I heard one of my colleagues from Turkana express disgust at the road from Kapenguria down to Lodwar. The road is tarmacked. Maybe when he was talking, people did not know that. But it is actually a worn-out tarmac road. Sometimes, people think that when there are potholes, you can complain about them. But when you have potholes within potholes, and the road is completely destroyed, what do we do?

Mr. Temporary Deputy Speaker, Sir, if you travel from Kitale to Marich, you will find that the road is bad. I think something needs to be done. Why is that area prone to road destruction? I think engineers who have an idea of what happens need to find out what is wrong with the soil there. I think people construct roads as a standard, not knowing that because of the terrain, the soil does not hold well. That is the kind of information that should be given out. I think there is something wrong along that road. It is destroyed to the extent that you cannot tell whether it was a tarmac road at one time. I would like to support my colleagues who have raised complaints.

I beg to support.

Ms. Karua: Mr. Temporary Deputy Speaker, Sir, I rise in support of this Motion. One wonders whether we should keep supporting Ministries that are not delivering. A lot has been said about the failure to deliver services by this particular Ministry. We must ask ourselves why and whether we are prepared to continue voting money, knowing that it will not be used for the intended purpose, and most likely it is going to end up in the pockets of individuals. Unless this Ministry comes up with an innovative tendering system, hon. Members of this House must in future consider refusing to pass any money for this Ministry. We are passing money that does not translate into services.

Mr. Temporary Deputy Speaker, Sir, monies voted for this Ministry are supposed to reach the beneficiaries through the district treasuries. Therefore, money voted for Kirinyaga District, some of which should go to Gichugu Constituency, is disbursed by the District Treasury, Kirinyaga. We are encouraging corrupt practices by the DCs and the Works Engineers, where the tendering is done to favour their cronies and they reap the benefits. For example, you find that a DC who has been transferred from Nanyuki comes with people whom he will award tenders from the last station of posting; friends whom they can share the booty with. This is the story countrywide. I would like to offer a few suggestions to this Ministry, on how to improve the tendering system. It is time we involved stakeholders in the transport business in the tendering.

Mr. Temporary Deputy Speaker, Sir, I would like to suggest that there be a central tender board of the Ministry of Public Works and Housing, for roads. This should include stakeholders in the oil industry, the transport industry, consumers, professionals and elected leaders. We know that the main source of revenue for this Ministry is the Fuel Levy Fund. All Kenyans are contributing to the Fuel Levy Fund. When we all board matatus or buy petrol for our vehicles or even kerosene for cooking, we are all contributing to the Fuel Levy Fund and are all entitled to proper services. If we had a tendering board that consists all the stakeholders, we definitely would go a long way in ensuring that funds intended for our roads reach the consumers. I am suggesting that at the district level, the same scenario should occur. Instead of the DC chairing the board for this particular Ministry, the tender board should be chaired by the Works Engineer. The other members of the tender board should be other stakeholders in the transport industry. In other words we are saying, scrap the district treasury. Let the money for roads be handled by that particular Ministry together with other stakeholders. Let the money for the Ministry of Education and Human Resource Development be handled by Education Officers, together with stakeholders in the Education Department.

Mr. Temporary Deputy Speaker, Sir, the Government cannot give with one hand and take away with the other. By going to the districts, we are decentralising services. But at the same time, when we centralise at the district and concentrate powers in the hands of the District Commissioners, we end up breeding corruption. The two people who know what happens to the money sent to the districts are just the District Commissioner and the District Works Engineer. This is a very unhealthy state. Unless the Ministry is ready to turn this system round, then this House should consider not supporting the Vote of this Ministry in the next Financial Year. Let us stay knowing that, we will not have any services, and we will not waste any money either.

Mr. Temporary Deputy Speaker, Sir, we should also have openness in tendering. A list of all those who have tendered should be posted at the notice board at the Ministry headquarters or at the district level and the amounts they have tendered for. If it is companies, let information be available as to who are the directors. We do not want a company owned by the DC or the District Works Engineer or by a person who sits on the tender board getting those tenders. We can only avoid this by disclosing names. If you want to give services on funds contributed by the public, you must be ready to be transparent and say that, you are a director in this and that company, so that we know who is giving us the service. Let members of the public who are following and who are interested to know what is happening in the tendering system have the freedom to access information. You can charge an amount for photocopying, but let that information be available, so that members of the public and leaders can act as watchdogs over the money we vote. We are tired of complaining. We want action. I am appealing to this House, through the Committee of Energy, Communications and Public Works, to ensure that this particular Ministry takes into account the sentiments of the hon. Members during the Estimates for the next year. The Ministry is supposed to liaise with this House through its Committee when doing the Estimates. What we can do is to ensure that, there is equitable distribution of the resources when the Estimates are being prepared. Why should we come here and lament year, after year when we can help ourselves? If the Ministry does not liaise with us and does not take our sentiments on equitable distribution of resources and effective use of resources in the roads sector, then we have the final say; we can reject the Estimates of this Ministry and any other Ministry.

Mr. Temporary Deputy Speaker, Sir, we must also change our penal laws, so that a professional; an engineer, who goes and inspects a road that has not properly been done and causes the Ministry to pay for work not done, incurs personal penal sanctions for the offence of negligence in performance of duties and recklessness of a criminal nature. The PS who approves payment should also face jail, like other citizens. Why should we have senior officers who are enjoying comfortable lives and benefits, causing loss in this country and the current state of disrepair on our roads?

We do not want a situation where every year money is voted to the Ministry, but it is not accounted for. We have heard from many Members about monies voted for roads in their constituencies. Where have these funds gone to? I think, we have a right to be angry as taxpayers, and on behalf of our constituents, and to demand that we do something about this situation. We are not helpless and we are asking the Ministry to listen to us. Otherwise, we can refuse and we ought to refuse to pass monies.

Mr. Temporary Deputy Speaker, Sir, the stalled constitutional review process could give us a few answers. We can make it mandatory in the Constitution that tendering be open and there be access to information. We can also put a clause about equitable distribution of services and resources so that we do not have a few areas with good roads and other areas having bad roads. We also want to know, from the Ministry, the criteria of deciding to tarmac or grade a certain road. We should not be told just about classified roads. How does the Ministry decide which roads in a particular district are going to be tarmacked? My constituency brings a lot of revenue to this country through tea, coffee and horticultural products. Why are the roads that lead to the tea factories not tarmacked? Why is the Kianyaga-Thumaita Road not tarmacked and there is a tea factory at Thumaita? Why is the Lukenya-Kimunye Road not tarmacked and there is a tea factory at Kimunye? What criteria is the Ministry using to tarmac roads or, is it upon the whims of the officers or the Minister concerned? Let the Ministry come with a clear policy so that we do not come here to ask these questions. We are able to counter-check whether the roads put up for tarmacking meet the criteria. It is the only way we can maintain openness. I think it is time that the operations of this Ministry became above reproach.

Mr. Temporary Deputy Speaker, Sir, lastly, on public housing, we should refuse to pass a Vote that talks of an amount for housing when this Ministry has been allowing and condoning looting of public houses. Unless the Ministry has a policy with regard to housing, then, it should not come to ask Parliament to vote monies for building houses. Once, again I am appealing to Members of this House, through the relevant Departmental Committee, to demand from the Ministry a clear and concise policy on housing so that next time round we are asked to pass money for building houses, this time in Nairobi West, we are able to say: "No, you have disposed of so many Government houses, we cannot give you money to build houses, because you do not appear to know what your policy is on housing."

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

Mr. Mkalla: Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to contribute to the Motion. First and foremost, I would like to state that the Ministry of Public Works and Housing has made the cost of living in this country go up because the cost of production of goods and services in this country has a direct bearing on the cost of living. For example, goods which have to be transported from the Port of Mombasa up to the borders, may take upto, three weeks before they reach the borders. From the port of Mombasa to Miritini, the lorries take about four days just to pass through Miritini up to Mazeras because of the poor state of the roads. That road has been impassable, not for two days, not for two years, but for many years. Where is the Ministry of Public Works and Housing? Why is it not able to see the poor state of that particular road? That road has got a direct bearing on the

economy of this country, and all the containers which have got to go by road from Mombasa up to the borders are falling off the lorries because of the poor state of our roads. Those roads are never repaired. If they are repaired, they are given to some useless contractors who deliberately do a shoddy job. Why does the Ministry of Public Works and Housing not get serious in dealing with this particular job?

Even the other roads within the province or the districts are not maintained. What does the Ministry of Public Works and Housing do? Those roads are not even graded. In my own district of Kwale, and particularly Kinango Constituency, those roads have never been done. There are no graders in that district. I have never seen a grader that is working in that particular area. Why do we keep on passing monies here which are never used to do those roads? There is very poor supervision of roads by the Ministry of Public Works and Housing. Even when they are trying to do the roads, the drainage and sewage systems are never done on those roads. What type of job are they doing within the Ministry of Public Works and Housing? Even if you grade the road and there is no way to let the water get out of that road, it will get broken within two days. Do they want to keep on repeating that job? Is there a deliberate move by the Ministry's officers to make sure they continue doing the same job year in, year out? What is the purpose of doing that? I think there is something very wrong within the Ministry of Public Works and Housing, and it must do a lot of homework to improve its image.

Mr. Temporary Deputy Speaker, Sir, I have a specific example of some bridge work that has been done in my own constituency. Some donor, the Aga Khan Foundation, came to help us. They poured some Kshs8 million for just a stretch of eight kilometres and a bridge was being done on that particular road called Miritini-Mwamdudu-Chongongwe Road. The Public Works Officer who is also the District Engineer was there to supervise that road. Surprisingly, that bridge broke down within a span of three months after it had been done. This is very shocking! Why should that happen while these supervisors, engineers and professionals are there to ensure that the job is well done? While we were discussing that issue at the district level, those engineers said they were not there when the road was being done and yet, there are claims to suggest that they were there everyday? There are claims to show that they were making money everyday. Is their interest in making money or are they interested in making sure that the roads are properly done? Unless the top officials of the Ministry of Public Works and Housing supervise what goes on, on the ground, we are going to pass this money and next year, when we come back here, there will be no road that will have been done.

Mr. Temporary Deputy Speaker, Sir, the issue of contractors, some of these contractors who are given contracts to do the roads are very useless. I have a very good example from my own area, Kinango Constituency. There is a contractor by the name Farcrest. That contractor was given a job three years ago to do a road from Kwale to Kinango and that road has already dilapidated as if it was done in 1962. At the same time, that contractor tried to repair the bridges which had been broken, but when the short rains came in, all the bridges collapsed. There is a danger of my people dying when they are crossing those roads particularly during the rainy season. What is the Ministry of Public Works and Housing doing? They are building those bridges day in, day out and they are breaking everyday. That tells us that there is something wrong with the quality of work and the supervision by those officers is questionable. I would suggest that a contractor like Farcrest should be blacklisted. I am being informed that he has also been given another contract to do a road from Kinango to Lunga Lunga. Why should he be given another contract while he has failed to do the existing roads? What is going on? Are there some kickbacks in those contracts? That contractor does not even have equipment; he does not even have lorries and yet, he is given Government contracts to do! What is going on here? There is something very serious that needs to be addressed immediately.

Mr. Temporary Deputy Speaker, Sir, in my constituency of Kinango, the Mazeras-Kinango Road is not accessible. The Mariakani-Kinango Road is impassable. The Samburu-Kinango Road is cut off. The Lunga Lunga-Kinango Road is impassable. My people still need to get medicine because Kinango is the headquarters and it is the only place where they have a sub-district hospital. How do the drugs reach there? My constituency has been invaded by wild animals. Now, there are elephants roaming all over eating our maize and killing our people. How does the Kenya Wildlife Service (KWS) access the wildlife to make sure that the lives of those people are safe? There are no roads all over. All the roads I have mentioned are inaccessible.

Mr. Temporary Deputy Speaker, Sir, after realising that we are far from being helped by the Government in Kwale District, and in Kinango in particular, our people contributed money. There is more than Kshs700,000 which we contributed to make sure that the roads are done. I am surprised that even the graders which were supposed to be used in that area are non-existent.

Mr. Temporary Deputy speaker, Sir, I am surprised that even the graders that were supposed to be used in that area are non-existent. If people are willing to help the Government---

The Temporary Deputy Speaker (Mr. Musila): Order! Mr. Mkalla, I will interrupt you, because now time for the Minister to reply.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Temporary Deputy Speaker, Sir, I wish to

thank all the hon. Members of this House---

Mr. Shaaban: On a point of order, Mr. Temporary Deputy Speaker, Sir.

The Temporary Deputy Speaker (Mr. Musila) What is your point of order?

Mr. Shaaban: In view of the importance of this Motion and the Ministry of Public Works and Housing being a very important Ministry, could I seek your indulgence to give Members another half hour, so that they contribute to it since there are still many Members interested in this Motion?

(Applause)

The Temporary Deputy Speaker (Mr. Musila): Hon. Members, I do appreciate the importance of this Motion. However, we have to give the Minister half an hour to reply before going into Committee at 5.30 p.m. and then, we can continue upto 7.00 p.m. because it is an Allotted Day. So, in view of this, I regret that I cannot grant that request. Mr. Minister, please continue.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Temporary Deputy Speaker, Sir, I was saying that I wish to sincerely thank the hon. Members of this House for the manner in which they have debated the Vote of this Ministry of Public Works and Housing.

It is definitely very clear that as the Minister for Public Works and Housing, together with my Permanent Secretary and all the Ministry's officers, I have a great challenge. The contributions that hon. Members have made with regard to my Ministry and its activities, no doubt reflect the great concern that hon. Members have and, indeed, the general public, on the expected performance of this Ministry.

Mr. Temporary Deputy Speaker, Sir, in the recent past, my Ministry has had its share of adverse publicity from the media and the general public and which the hon. Members here have very well echoed during the debate on this Vote. I would like to assure the hon. Members that, effective measures have been put in place to address these shortcomings. I have recently instituted measures to streamline the management and deployment of personnel in order to improve the delivery of services by the Ministry from the available resources. In view of the similarities in terms of the contributions made and the comments by the various Members of Parliament, I am going to attempt to respond in a way that I will not be repetitive.

Mr. Temporary Deputy Speaker, Sir, the first item which I would like to address is the issue of corruption. This has been spoken of very strongly, by the Members of Parliament. They have blamed the Ministry of corruption. They have said that the Ministry does not do anything except engaging in corruption day in, day out.

Mr. Temporary Deputy Speaker, Sir, I want to ensure that there are certain things that we are going to do in order to curb this vice. First, we want to ensure that the new road contracts are awarded through open and competitive tendering. This is a wish that we want to achieve. Secondly, we want to ensure that we do vetting of contractors and if necessary, blacklisting of contractors with poor records. This is something that we want to do.

Mr. Temporary Deputy Speaker, Sir, thirdly, we want to appoint competent consultants to oversee these projects. This is because it is important to have a competent consultant to oversee these projects to make sure that everything is done according to the required standards. We also intend to carry out both the financial and technical audit of on-going contracts as payments are made. This is because Members said that, some of the officers do certify some of the jobs without properly checking them and making sure that, the projects have been done rightly.

Mr. Temporary Deputy Speaker, Sir, we want to wind up some of the existing contracts that may have resulted to losses, after very carefully checking them technically and also involving the financial audit. We also want to speed up the establishment of the Kenya Roads Board as a priority, in order to make sure that we capture all these things in terms of the management of the road sector, so that we can continue to be transparent and answerable in what we are doing. We also intend to rationalise the appointments and deployments of officers. It was felt that, we probably do not do enough to boost the morale of the staff because we do not follow the procedures. It was also said that, we are not using professional competence and integrity of the officers. Those members of staff who undermine these efforts, we think will be dealt with accordingly. So, that is as far as dealing with the issue of corruption is concerned.

Mr. Temporary Deputy Speaker, Sir, turning to constraints on improving our roads, I would say that it is true that we have constraints and limited resources in this Ministry. However, we want to make the best that we can with the limited resources. Our efforts are being directed towards completing the on-going projects and maintenance of the existing classified roads as a priority. We have an estimated annual requirement on road maintenance of Kshs10 billion. We require another Kshs7 billion yearly, for rehabilitation of badly deteriorated roads. This level of funding is required over the next five years, if we are to bring the roads back to acceptable standards.

Mr. Temporary Deputy Speaker, Sir, however, funds made available to the Ministry over the years have been much less and this year we expect to get only Kshs6.1 billion for maintenance. This net effect of this under-provision is that each year, we have been carrying forward a backlog of maintenance of roads. It is therefore, very clear that if the

current funding level is not improved, then we are going to have a serious problem as a Ministry. We may not be able to adequately address the road maintenance issue, but this is a situation that we hope our Government will be able to deal with properly, so that we are able to maintain the roads.

Mr. Temporary Deputy Speaker, Sir, there was also talk about design of our roads. The Kenyan design standards and specifications are adequate and in line with the international standards. They have been reviewed constantly. There has been constant review of the standards and the pavement design manuals. This was carried out in 1997, with regard to design. The revised standards are being applied on the reconstruction of the Nairobi-Mombasa Road. The design life for paved roads is normally 10 to 15 years, based on the standard axle of eight tonnes. The axle load control has been intensified, to ensure roads last their designed lives.

Mr. Temporary Deputy Speaker, Sir, there was the issue of maintenance of equipment. Funds are being allocated to maintain and rehabilitate the equipment held by the DWO.

Mr. Temporary Deputy Speaker, Sir, a national approach to roads maintenance is to be implemented in order to optimise the use of the limited resources available to the Ministry. Pooling of equipment is being undertaken to increase availability of the same. We hope that hon. Members and the District Development Committees (DDCs) will support the equipment pooling approach. I remember that my shadow counterpart on the Opposition side talked about this issue. He suggested that, if possible, we should try to pool our resources, and the Ministry is addressing this issue.

The hon. Member also talked about the direct access to Mombasa Road from the Jomo Kenyatta International Airport. He wondered why we have created an access road to the highway. I would like to reply that this is being done on a temporary basis. This is also of great concern to us. The Nairobi City Council will be urged to ensure that the situation is not encouraged. A few hon. Members have talked about the issue of road classification. The proposed Kenya Roads Board (KRB) will adequately address this issue. The Ministry's criteria for road classification is based on the functions of any particular road and the Ministry's capacity to maintain it. All this is dictated by availability of funds. Some of these things cannot be achieved without adequate funding.

Yesterday, hon. Members said yesterday that it is very difficult to drive safely on our roads because road signs are lacking. Provisions have been made in this year's Budget to address road furniture in order to enhance road safety. I would like to appeal to hon. Members and the Provincial Administration to educate the public on the importance of these signs in order to discourage vandalism of the same. We have information that some of the road signs we put on our roads are vandalised. Probably, some people take away the metal plates on which road signs are displayed, for their own use. I think it is our duty to educate our people that those signs are there for a good reason. Also, consideration of involving the private sector in providing road furniture is also being pursued.

I would like to inform the House that the Ministry has enhanced axle load control rules, and that the management of the unit responsible for this function is under the Office of the Ministry's Permanent Secretary for more accountability. We hope that this unit will go a long way in curbing the malpractices that have been noted by hon. Members of this House. On the issue of the bad state of roads in the North Eastern Province, I would like to assure this House that the Ministry has noted the concerns raised by hon. Members. The Ministry has recently completed work on the last section of the Nairobi-Garissa Road, and periodic maintenance is being done on sections which were completed earlier on. A second corridor to connect the province and the Port of Mombasa through Hola is under construction to bitumen standard.

Mr. Temporary Deputy Speaker, Sir, plans are at hand to solicit for donor support to upgrade the Garissa-Wajir-Mandera Road. In the meantime, funds have been sourced from the Swedish Government through the Swedish International Development Agency (SIDA), to improve the road section in the Lorian Swamp between Modogashe and Habaswen. The contractor has been issued with an order to commence the work, and he is expected to be on site any time from now.

Mr. Temporary Deputy Speaker, Sir, routine maintenance is being carried out with the Fuel Levy Fund money this financial year. Plans are underway to start the construction of Masalani Bridge across River Tana this financial year. Another important issue that was raised by some hon. Members is on materials testing and quality control. As I said earlier, the design, standards and specifications of our roads are in accordance with international standards. The Ministry's Materials Department is involved in quality control of construction projects. Using engineers and technicians, the Department has established several regional laboratories to assist the District Works Officers (DWOs) and Provincial Works Officers (PWOs) carry out quality control.

Some hon. Members also raised the issue of stalled projects. As indicated in my speech yesterday, we would like to revive and re-activate stalled projects. We require Kshs5.6 billion for this purpose. As you can see from the Printed Estimates, the funds allocated to these projects are grossly inadequate. Hence, most of the projects will, no doubt, continue to be in this situation unless more funds are provided to the Ministry. Also, an hon. Member talked about grabbing of the Ministry's premises by individuals. I would like to inform the House that the Ministry is right now doing its best to get title deeds for all the Ministry's plots, including Ngong Training School premises. We want to

make sure that we protect our properties, so that they may not be grabbed.

Also, some hon. Members raised concern over the operations of the Re-sealing and Patching Units. The Ministry has planned to strengthen the Re-sealing and Patching Units in the provinces in this Financial Year, to ensure adequate maintenance of trunk roads. Funds are also being provided from the Fuel Levy Fund to undertake spot improvement of gravel and earth projects. This is an important undertaking, and we hope that we will be able to do the best we can with the various Provincial Re-sealing and Patching Units. Quite a number of hon. Member spoke about the Road 2000 Project. The project is in place. During my speech yesterday, I referred to the various donor countries which will avail the funds for the project. I would like to confirm that right now the project is going on only in the Eastern Province.

Mr. Temporary Deputy Speaker, Sir, we are still working on the modalities of how other donor moneys for the project will come on board. We will use that money only when we receive it. Also, a Question was asked in the House about the status of the Year 2000 Road Project. We attempted to reply to the Question then, and we will continue to give the names of the times and the districts that will be involved. In our reply to that Question, we only spoke of provinces and the number of districts that will benefit from the project. This time round, we will attempt to go further and give the names of the districts which will fall under this programme.

Mr. Temporary Deputy Speaker, Sir, I would like to pre-empt a situation. I have realised that hon. Members have noticed some gaps in the Ministry's 1999/2000 Recurrent Expenditure Estimates. The gaps have caused a lot of concern among hon. Members. Similar gaps appeared in the Vote of the Ministry of Health. I understand that the Treasury, under the Medium Expenditure Framework Policy, has allocated funds to Ministries on Head basis this Financial Year rather than on the traditional Sub-Head basis. Therefore, the 1999/2000 Printed Budget does not reflect allocations to districts. As I have said, this is the case for all other Ministries; districts' allocations have been budgeted under one Head. In the case of this Ministry, allocations for districts fall under Head 482, Provincial, District and Technical Services.

Mr. Temporary Deputy Speaker, Sir, when it comes to the Committee of Supply, I want to assure hon. Members at this stage that everything has been catered for and, if need be, I will lay on the Table the Printed Estimates showing those particular areas because it was felt that maybe, the districts were omitted. Therefore, this was not proper and it was going to cause a lot of concern to the Members of Parliament, but I want to assure them that everything is under control and, therefore, they should not unduly worry about that situation.

Mr. Temporary Deputy Speaker, Sir, we will try, as a Ministry, to do the best we can. This is a very important Ministry as hon. Members have said. We agree that it is important and we are going to stand by our word here. We know we have competent officers and they will do everything possible. We will try to direct them as much as possible and have a lot of dialogue with them. The issue of the contractors also is one which has caused a lot of concern. We will do everything possible to make sure that we do what is possible in trying to rejuvenate the image of this Ministry so that people can have confidence. One hon. Member yesterday said that people have lost confidence and they do not trust this Ministry. It is painful when we get that kind of sentiments expressed that the whole population and Members of Parliament are beginning to lose confidence. We want to request Members of Parliament to have confidence in the Ministry. Things were done probably not in the right way, but we are now doing and trying to focus on the right procedure of doing things. We hope that with your support as Members of Parliament, we will succeed. Definitely, we are not telling you not to highlight areas where you find there are problems, please do so. As far as roads are concerned, we were

being accused by the hon. Matu Wamae who said that a lot of road accidents happening in this country are contributed by bad roads. Whereas that may be true that some of the roads have got potholes, but we also believe that there is a lot missing on the part of drivers; whether they are driving matatus, buses or lorries. We need to caution them and ask them also to play their part. They should be rather more cautious and careful about this. If the roads are in the situation that we know they are, it would be useless and futile for people to drive at high speeds. Even if the road is good, we should observe the speed limit. So, the accidents that are happening and the blame being heaped on the Ministry of Public Works and Housing for the number of potholes which are appearing here and there, we should not off-load that problem easily that way. Those people who are using these roads, let us all be careful. I am sure a time will come when the roads will be fairly good. Those gravelled and murramed roads will also be good. But for the time being, let us be careful when using these roads by making sure that we do not unnecessarily over-speed and kill people.

The Ministry of Public works and Housing is definitely not happy when accidents occur. I am sure all Members of Parliament are not also happy. We have on our part sent condolences where we have lost lives. Definitely, we would want to urge the road users to be very careful when using these roads.

With those few remarks, I beg to move.

(Question put and agreed to)

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

IN THE COMMITTEE

[Mr. Chairman took the Chair]

Vote 13 - Ministry of Public Works and Housing

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I beg to move:-
THAT, a sum not exceeding K£98,775,935 be issued from the Consolidated Fund to complete the sum necessary to meet expenditure during the year ending 30th June, 2000 in respect of:-

Vote 13 - Ministry of Public Works and Housing

(Question proposed)

VOTE R13 - RECURRENT EXPENDITURE

SUB-VOTE 130 - GENERAL ADMINISTRATION AND PLANNING

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

(Sub-Vote 130 agreed to)

SUB-VOTE 132 - BUILDINGS AND WORKS

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

(Sub-Vote 132 agreed to)

SUB-VOTE 133 - OTHER SERVICES

Head 418 - Government Housing Section

Mr. Khamasi: Mr. Chairman, Sir, under Head 418, Item 181, on page 762; Payments of Rents and Rates, I can see that for the previous year; 1998/99 we had an allocation of K£23,365,010. This is now being increased by more than K£10 million. Could the Minister explain the reason for this?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I had earlier on explained that the figure has gone up because we have pending bills which we must clear. Therefore, the increase from K£23,365,010 to K£37 million is there to service the pending bills.

Mr. Achola: Mr. Chairman, Sir, as a follow-up to what the Minister has said, under Item 181, Rents and Rates, why is the Ministry spending money on Government houses, when we know that most of them have been sold off to grabbers?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, that allocation of money is

meant to cater for rented houses.

Mr. Achola: Mr. Chairman, Sir, I am not quite sure whether the Minister is correct on that matter. We do not pay rates on rented houses.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I thought the hon. Member asked why the Ministry is still incurring expenditure when Government houses have been allocated to other people. I am only saying that, that expenditure is meant to cater for rented premises.

Mr. Khamasi: Mr. Chairman, Sir, on the same point, the Minister is not getting us right.

(Loud consultation)

Mr. Chairman: Order!

Mr. Khamasi: Mr. Chairman, Sir, we have had many Government houses being allocated to private individuals. There is no reason why we should have an increase on rates, when the people who have been allocated those houses are paying rates. So, why should we have an increase on rates?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I explained earlier on that we have pending bills which we must deal with. Then, there is also the issue of renting premises, which we must also pay for. So, the additional amount of money which the hon. Member is referring to, comes about in that respect.

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

(Sub-Vote 133 agreed to)

SUB-VOTE 134 - HOUSING DEVELOPMENT

(Heads 411, 416 and 423 agreed to)

(Sub-Vote 134 agreed to)

SUB-VOTE 136 - ROADS

Head 384 - Major Roads

Mr. Achola: Mr. Chairman, Sir, under Head 384, we have the Road Maintenance Programme. Could the Minister explain it? I thought we agreed that the Minister will table the details of which roads will be covered by the Road Maintenance Programme. Where is that tabulation? Otherwise, we cannot pass this Vote, without knowing which roads will benefit from this Programme.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, that is true, but what has happened is that the Ministry is in the process of compiling details from the entire country for the Programme. Once we finish assembling the details, we will be able to tell the House the actual way in which things will be done. So, right now, it is not reflected here.

Mr. Achola: Mr. Chairman, Sir, the Minister is asking us to give him K£314 million and yet he is saying that he does not know how he will spend it. Why should he ask for that amount of money when he does not know how he will spend it? Could we wait until the Minister is ready with the details and then we can give him the money?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, this House must pass this particular amount of money, because once it is passed we will have a reason to plan for it. Otherwise, if we do not pass it, it becomes a problem.

Mr. Chairman: Mr. Minister, the question which the hon. Member has asked is simple. You have arrived at that figure because you have added up your projects from various parts of the country; do you have the schedule that shows which roads in which parts of the country will benefit from the amount of money you are now asking Parliament to pass?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, that is what I said earlier on. We do not have the schedule with us right now. This is an on-going exercise which is being done throughout the country, where we are receiving recommendations from District Works Officers (DWOs) and Provincial Works Officers (PWOs). It is a mammoth exercise which needs time for us to be able to co-ordinate it. In fact, it is conducted in the same way as the METT Programme under the Ministry of Finance is done.

(Loud Consultation)

Mr. Chairman: Order! We usually go through these Estimates in the Committee of Supply, item by item, because that is the requirement of our Standing Orders. Unless and until those Standing Orders are altered, nobody else can tell us how to do it differently. So, really, for the purposes of future consideration of these Estimates, I would like it to be known that if there has been a change in the format of the Estimates, then the Minister for Finance ought to come here and explain to the House what changes have taken place and why. But we cannot go on, on the basis that a member of the Executive branch has taken a decision to change the way Parliament ought to operate. I want the Minister to explain to the House why these changes have occurred because they are affecting our work, which is guided by the Standing Orders, and which requires us to consider these Estimates and approve them, item by item. So, if somebody could transmit that message to the Minister for Finance, I will be grateful.

Mr. Angwenyi: On a point of order, Mr. Chairman, Sir. Following your ruling, how can we continue debating the Estimates when they are against our Standing Orders? Can we not postpone them until next time when we get proper Estimates?

Mr. Chairman: Order! As you well know, we have got only 20 days to sit in the Committee of Supply. Within those 20 days, we are obliged by our Standing Orders to consider the Estimates of 10 Ministries. We cannot extend that period beyond 31st of October; all the Votes must be approved by the House by the end of October. So, right now, we really have to go on under the present circumstance in the belief that the Minister for Finance will lay on the Table the reasons for not making the Estimates conform with our own practice. We cannot stop debating the Estimates, because that will mean other Government Ministries will get no money.

Mr. Angwenyi: Mr. Chairman, Sir, therefore, does it mean that we will sanction an illegality simply because of time?

Mr. Chairman: There is no illegality. It is just that the details are not here, but the total sum of money which we are talking about, as it was the case in the Ministry of Health, is here. Let us take the Minister's good word that he will lay that schedule on the Table for our scrutiny. In fact, we will go on discussing financial matters until the end of October. So, you have ample opportunity even to revisit this matter during the debate on the Finance Bill and Appropriations Bill.

Mr. Leshore: On a point of order, Mr. Chairman, Sir. Would it be in order to request you to issue instructions from the Chair that, Treasury should bring the breakdown next time?

Mr. Chairman: I have already done that on behalf of the whole House. Shall we now proceed?

Mr. Achola: Mr. Chairman, Sir, I do accept your ruling, but last year, we had exactly the same explanation from the then Minister, and no such schedule was produced. We ended up with roads being done in certain sections of this country. So, I am not quite happy that we should give this Ministry a blank cheque to go and play around with wananchi's money.

Mr. Chairman: No! We have another forum; that is the Departmental Committee responsible for the Ministry of Public Works and Housing. It is at liberty to summon the Minister and his staff to come and explain. In turn, the Committee can bring its report to this House. So, the Minister will not escape with it!

Mr. Angwenyi: On a point of order, Mr. Chairman, Sir. The way the figures have been worked out right now, encourages misappropriation of public funds. The Minister can now decide which--

Mr. Chairman: Order, hon. Angwenyi! We are in the Committee of Supply. We cannot open up debate! I have already informed you that you are going to debate the Appropriations Bill. That will give you ample opportunity to re-visit all the estimates that we are discussing now. So, since I have made a ruling which covers all the omissions, both past and in the future, let us leave it to rest at that. Shall we now proceed?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I would like to say two things. I would like to lay on the Table the schedule. It is printed for hon. Members of Parliament to have a look at to prove that the districts have been taken care of.

(Mr. Ngala laid the schedule on the Table)

The other thing which I would like to say about the issue that we are deliberating on is that, there is a procedure where the detailed Budget is prepared and presented to the Treasury. It is not an issue that is going to be dealt with by the Ministry alone. We do the work programmes and submit them to the Treasury. Upon the approval by the Ministry of Finance, the money will then be spent. So, it is not something that is done by the Ministry alone.

Mr. Chairman: Order, hon. Minister! We are in Parliament. Parliament has got its operational procedures,

governed by the Standing Orders. The Standing Orders require us to give approval to these Estimates, or reject them having considered them item by item. We cannot do that if those items are not listed and figures provided. But I have already made a ruling, because it seems that there is a problem in respect of quite a few Ministries. So, let us leave it at that, that the Ministry of Finance will come and explain to the House, why there has been this change, and the effect of it all. This is because the concern of hon. Members, if I understand it correctly, is that without those items being listed, you could take all this money to Kilifi!

Hon. Members: Yes!

Mr. Chairman: They are not telling me that, but I can see what they are talking about. So, we want an explanation in respect of all the Ministries, that will be satisfactory to the House. I think we should rest that matter there and move to the next one.

Head 391 - Grants to Municipalities

Mr. Achola: Mr. Chairman, Sir, on Head 391 on page 771, could the Minister explain why the funding level has remained the same this year, as was the case last year, despite the inflation that we have experienced in this country this year?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, the only explanation that I can give is that there are no funds to enable us to allocate more money this year. It is felt that, that situation should be continued, where those municipalities will get the same amount of money as last year.

Mr. Ndwiga: Mr. Chairman, Sir, you will notice that under the same Head 391, it appears that most of these municipalities are provincial headquarters. Conspicuously, Embu is missing, as is missing in a lot of other areas in the Estimates of this Ministry. What explanation does the Ministry have that, a district called Embu is missing?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, the information I have is that, municipalities which are given grants have classified roads that pass through them. That is why they are allocated this money.

Mr. Ndwiga: Mr. Chairman, Sir, the answer given by the Minister is not satisfactory. There are classified roads which pass through Embu Municipality. Could the Minister consult with his officers, and give a convincing answer to this House now or tomorrow?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, the answer that I got is that the roads in Embu are maintained by the Ministry of Public Works and Housing, whereas the other ones are maintained by the Municipality.

Mr. Ndwiga: On a point of order, Mr. Chairman, Sir. I think the Minister is being misinformed deliberately. The roads in Embu are not maintained by the Ministry of Public Works and Housing. They are maintained by the Municipality. That is the truth. That is where I come from!

Mr. Angwenyi: Mr. Chairman, Sir, all the roads within the municipalities are maintained by the municipalities, and not by the Ministry of Public Works and Housing.

Mr. Chairman: At the moment, they are not maintained at all!

(Applause)

Mr. Ndwiga: Is he in order to mislead this House?

The Assistant Minister, Office of the President (Mr. Haji): On a point of information, Mr. Chairman, Sir. As the hon. Member has said, if the road is maintained by the municipality, how does he expect the Ministry to provide money? The money should come from the municipality!

Mr. Chairman: Order! Hon. Haji, we are talking about grants to the municipalities!

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, maybe I generalised the situation too much for Embu. There are classified roads within Embu, which are maintained by the Ministry of Public Works and Housing. So, we are referring to those ones.

Head 393 - Road Works Inspectorate

Mr. Achola: Mr. Chairman, Sir, on page 772, Head 393, could the Minister justify the existence of the whole of that Head? As far as we are concerned, there is no road inspection going on anywhere in this country. And that is why we end up with roads that are sub-standard and nothing works even after they have been inspected. So, could the Minister justify the existence of Head 393?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, we can justify the existence of Head 393 - Road Works Inspectorate. I think it is not true to say that roads are not inspected in this country. We are doing inspection, but it may not be as sufficiently as everybody would want to see it done. It is an important area and we will strengthen it. So, it is right for it to remain there.

*(Heads 384, 386, 387, 391, 392,
393 and 482 agreed to)*

(Sub-Vote 136 agreed to)

(Vote R13 agreed to)

VOTE D13 - DEVELOPMENT EXPENDITURE

SUB-132 - BUILDINGS AND WORKS

(Heads 400, 402, 406 and 413 agreed to)

(Sub-Vote 132 agreed to)

SUB-VOTE 133 - OTHER SERVICES

*(Heads 147, 399 and 404, 405, 410,
505, 506 and 507 agreed to)*

(Sub-Vote 133 agreed to)

SUB-VOTE 136 - ROADS

Head 384 - Major Roads

Mr. Achola: Thank you, Mr. Chairman, Sir. On page 462, Head 384, Item 454 - the Musoma - Rarari/Makuyu - Isebania Road, we have an allocation of K£80,000 for a road that was completed three years ago. I would like to know whether this money is not being hidden to do something else.

An hon. Member: It is for repair of the road!

Mr. Achola: Mr. Chairman, Sir, it is not for repair of that road because we are on Development Vote. You cannot use Development money to repair roads. I know these things!

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, it is to cater for pending bills.

Mr. Angwenyi: Mr. Chairman, Sir, on the same Head, Item 440 - Sabaki Bridge, there is an allocation of K£250,000. This bridge was supposed to have been completed last year. Why should we have an allocation for Sabaki Bridge?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, it is true that the construction of Sabaki Bridge is now complete. This allocation will cater for the pending bills.

Mr. Achola: Mr. Chairman, Sir, I think the hon. Minister is taking us for a ride. All the items that had pending bills in them, had the letters (PB) printed on them. These ones that he is referring to do not have that indication. So, could the Minister give us the real reasons for what he is talking about?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I am not taking this House for a ride, because I do not think I need to. But I am being honest that this allocation is to cater for pending bills. It is not indicated in the same way as the other ones, but believe me, this money will be used to pay pending bills.

Mr. Kamande: Mr. Chairman, Sir, on page 462, under the same Head 384 - Major Roads; could the Minister explain why the Makutano-Murang'a Road is missing?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, it must be missing because there is nothing to be done on it.

Eng. Toro: Mr. Chairman, Sir, you heard what the Minister has said. I come from that area and that

Makutano-Murang'a Road has been subject to numerous Questions in this House. That road is in a deplorable condition, but the Minister is saying that it does not require any repair. I think it is better for the Minister to consult with his officers and give an appropriate answer.

Mr. Chairman: I think the Minister is suggesting that the road does not exist any more!

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I understand that this road is under the Fuel Levy Fund. So, it will be repaired using money from that Fund.

Mr. Ndwiga: Mr. Chairman, Sir, on the same Head, why is Makutano-Kianjokoma Road, which has been under that Item for all these years, missing now. Why is it missing now?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, since my officers are still consulting, will I be in order to suggest that we move on to other Items and then we will probably come back to this particular Item?

Head 385 - Other Roads

Mr. Angwenyi: Mr. Chairman, Sir, on page 463, Head 385, Item 451 - there is an allocation of K£1 million for the famous Kisii-Chemosit Road. Last year, we had an allocation of K£3.8 million for this road. Why has the Minister decided to reduce the amount when nothing has been done on this road?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, there is an allocation of K£1 million for that road. This amount has been reduced because of financial constraints and that is why we have an allocation of K£1 million for this road.

Mr. Angwenyi: Mr. Chairman, Sir, what is the point of allocating K£1 million when we know it will not do anything on this road? Why can he not allocate this amount elsewhere and wait until we get adequate funds to allocate to this road?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, we have allocated this money to cater for pending bills.

Mr. Achola: Mr. Chairman, Sir, on page 463, Head 385, Item 462 - the Kericho-Sotik Road, there is an allocation of K£5 million. As far as I am concerned, that is one of the best roads in the country because I virtually use it every week. That road is beautiful. I do not know where they want to take this money.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, the K£5 million is for pending bills.

Mr. Chairman: Mr. Minister, which year are those pending bills from? This is because there was nothing like that last year.

Mr. Ndwiga: On a point of order, Mr. Chairman, Sir. I think the Minister should be worried about the answers he has given us right now. He has said that there is no money for some roads, but there are pending bills for others. In fact, some of these projects have remained incomplete for the last three years. Is the Minister in order to say that?

Mr. Chairman: Mr. Minister, which year are those pending bills from? This is because last year, there seems to have been no allocation at all and, therefore, there was no work which was done on those roads.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I will stand by the statement which I gave earlier on. That is the money which was given by European (EU) and which will be used to pay pending bills.

Mr. Achola: Mr. Chairman, Sir, my dear friend here is not convincing us well.

Mr. Chairman: Who is your dear friend?

Mr. Achola: Mr. Chairman, Sir, the Minister is my dear friend. He is not a bad Minister, but let him answer these questions properly. If the K£5 million was for paying pending bills, at least it should have appeared in the previous years' Estimates. He did not think about it in the previous years' Estimates and, therefore, how could it be his pending bills?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, there is a process which is followed for these pending bills. It is true that there was no allocation which was made for these bills last year. I think that, that was so because the process was not complete at that time. However, the process is now complete, and so, the figure has got to be reflected.

Mr. Chairman: Mr. Minister, look at the Appropriations-in-Aid, under the EU - K£5 million. Is that what you are referring to as Appropriations-in-Aid and as a counterpart provision to what you have provided up there?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I have seen that you are referring to Appropriations-in-Aid, where we are talking about K£5 million. That provision is supposed to cancel the

provision which is on top.

Mr. Chairman: Mr. Minister, can you answer hon. Ndwiga's question? Mr. Ndwiga, which road was that?

Mr. Ndwiga: Mr. Chairman, Sir, the Makutano-Kianjokoma Road is missing. In fact, there is no Item on it in these Estimates.

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I am made to understand that the roads which are reflected here are the ones on which work started and now there are pending bills. Therefore, it is not all the roads that would have been reflected here. In fact, that is why the hon. Member's road is not indicated here.

Mr. Ndwiga: Mr. Chairman, Sir, this road was closed last year for four months because it was under construction. We were told that bitumen had been bought and the road would be repaired. Is it not a joke that we are now being told that work on that road has not been started, and that the roads which are listed here are the ones on which work has been started, and yet, that road was closed for four months last year? What a joke is this?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, there is no joke here. I have said, and I would like to repeat it, that the roads which are reflected here are the ones on which there are pending bills. If a road is still being worked on, then it does not have a pending bill.

Mr. Wamae: Mr. Chairman, Sir, when a Question on a road from Makutano to Murang'a was asked, the Minister said that, work on it would be financed by fuel levy. He also said that work on the road from Nyeri would be financed by fuel levy. Now, how can we know the roads which are being financed by the fuel levy? Could we get a list from the Ministry?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I think you did give a ruling on that issue.

Mr. Chairman: Mr. Minister, give us a schedule of those roads so that we can have a look at it. Lay it on the Table so that the hon. Member can have a look at it.

(Mr. Ngala laid the document on the Table)

Mr. Angwenyi: Mr. Chairman, Sir, will Enruga-Kisii Road which was---

Mr. Chairman: Mr. Angwenyi, which Head is that?

Mr. Angwenyi: Mr. Chairman, Sir, it should be under this Head - Other Roads. The Enruga-Kisii Road which is part of Ahero-Kisii Road was done half way. Could this road be under the fuel levy or where is it?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I thought that we were dealing with the Items in Printed Estimates. He is saying that it should be, but it is not here. So, I do not know how I am supposed to deal with that issue.

Mr. Angwenyi: Mr. Chairman, Sir, the Minister is in charge of roads in this Republic!

Mr. Chairman: Order, hon. Angwenyi! You can raise those issues during debate, but in the Committee, you should know that we are dealing with the Estimates as printed. Before you are the Estimate books. So, those roads that have been excluded are not before us.

Mr. Angwenyi: On a point of order, Mr. Chairman, Sir. Could I ask the Minister to ask Mr. Biwott to remove oil---

Mr. Chairman: Order, Mr. Angwenyi! Which Head is that?

Mr. Angwenyi: Mr. Chairman, Sir, that is the Kisii-Chemosit Road. Let Mr. Biwott remove oil exporters from that road.

Mr. Chairman: Which Head are we on?

Mr. Angwenyi: Mr. Chairman, Sir, we are on the Kisii-Chemosit Road on page 463, where the Ministry has set aside K£1 million to be paid to Mr. Biwott for doing nothing. Please, let the Minister ask him to remove oil exporters from there.

The Assistant Minister, Office of the President (Mr. Haji): On a point of order, Mr. Chairman, Sir. Is it really in order for the hon. Member to talk about an hon. Member who is not here, and in a derogatory manner? The Chair has ruled many times on this and, therefore, he should apologise or withdraw.

Mr. Chairman: In fact, I do not know who Mr. Angwenyi is talking about.

The Assistant Minister, Office of the President (Mr. Haji): Mr. Chairman, Sir, he has mentioned Mr. Biwott more than four times.

Mr. Chairman: But there are many Biwotts in this country!

Mr. Angwenyi: But Mr. Chairman, Sir---

Mr. Chairman: Hon. Angwenyi, if you are really interested in what is happening to Kisii-Chemosit Road that is hardly the way to show that interest.

Mr. Angwenyi: Mr. Chairman, Sir, I am trying to save Government money which is being paid for nothing. I do not know why it affects my hon. Member who is here, when I mentioned a contractor who is called Mr. Biwott.

Mr. Chairman: Hon. Angwenyi, your tongue is too sharp for your own good. You have already told the Minister to remove that money from the Kisii-Chemosit Road. That is more than enough.

Mr. Achola: Thank you, Mr. Chairman, Sir. I would like to talk about Head 384, Item 504 - Mai Mahiu-Naivasha Road. Mr. Chairman, you passed through this road recently. Work on the road has just been completed, but it is already very bad. I wonder what the Minister is going to do about this road, which was repaired about four months ago. Which engineer approved work on this road? I would rather the Minister consults with his officers so that he can give me a sensible answer.

Mr. Chairman: But how does it arise really? There is no provision for it in the 1999/2000 Estimates.

Mr. Achola: Mr. Chairman, Sir, there is.

Mr. Chairman: That is 1999/2000.

Mr. Achola: Mr. Chairman, Sir, there is no provision for it, but I am just saying that the road is bad, although it has just been opened.

Mr. Chairman: Hon. Achola, are you asking why there has been no provision for the road this year?

Mr. Achola: Mr. Chairman, Sir, maybe, I can ask about that, but that was not my initial question.

Mr. Chairman: But if you are not asking that, then it is not an issue.

Mr. Achola: Mr. Chairman, Sir, can I ask why there is no provision for this year for the road when, despite the fact that it has been repaired, it is very bad?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, the repairs which were done on that road were of an emergency nature. Definitely, we will do a proper job on that road. I would like to inform this House that the repairs which were done on the road were for an emergency situation.

Mr. O.K. Mwangi: Mr. Chairman, Sir, when I look at the allocation under Head 384, I cannot see Makutano-Sagana Road and the rehabilitation work on the project has stalled. Could the Minister explain how it will be done?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, I thought you ruled that we try and concentrate on what has been printed here and look for the answers. That one is not here, but I want to tell the hon. Member that that road is under Fuel Levy Programme.

Mr. O.K. Mwangi: On a point of order, Mr. Chairman, Sir. The first stage dealt with Makutano-Murang'a Road. This time it is Makutano-Sagana Road which was being built by HZ and that construction work stalled. How will it be built without money?

Mr. Chairman: Order, hon. Mwangi. The Minister was giving you an answer. Since it is not here in the Printed Estimates it is really not an issue before us.

Dr. Murungaru: Mr. Chairman, Sir, we have just received a printed schedule of the expenditure by the Ministry which is supposed to contain the roads which are going to be done under the Fuel Levy Programme. That schedule contains only administrative expenses. Could we have the schedule with roads under Fuel Levy Programme?

The Minister for Public Works and Housing (Mr. Ngala): Mr. Chairman, Sir, what I tabled is not the list of roads to be built under Fuel Levy Programme. This is an administrative exercise to cater for the gaps which were noticed in the Printed Estimates.

Mr. Chairman: Do you have a schedule for roads under the Fuel Levy Programme?

The Minister for Public Works and Housing (Mr. Ngala): I do not have the schedule for it now. That is the one I spoke of earlier on that there is a programme which has been prepared. Once the programme has been compiled it will be forwarded to the Ministry of Finance to allocate money.

Mr. Chairman: You will bring it here?

The Minister for Public Works and Housing (Mr. Ngala): Yes.

Mr. Ngure: On a point of order, Mr. Chairman, Sir. I think this road schedule should be constructed under fuel levy so as to form part of the Ministry's budget.

Mr. Chairman: Mr. Ngure, I had made a ruling on that before you came in. So, really now we cannot go back to it.

Eng. Toro: Is the Minister in order to say that Makutano-Murang'a Road and Makutano-Sagana Road will be built under Fuel Levy Programme when the list has not even been compiled?

Mr. Chairman: The Minister has given you his word. So, when that list is produced you can hold him responsible for it because it is on the record of the House today that the Minister has said Makutano-Sagana and Makutano-Murang'a Roads are being built under the fuel levy.

Mr. Wamae: On a point of order, Mr. Chairman, Sir. Is it in order for the hon. Minister to continue telling us

about fuel levy when we have said since yesterday that we would like to have the list so that when we approve the estimates of his Ministry we are cognisant of what roads are going to be built under the fuel levy? Otherwise we will refuse to approve these Estimates.

Mr. Chairman: The Chair has already ruled!

Mr. Angwenyi: On a point of order, Mr. Chairman, Sir.

Mr. Chairman: Hon. Angwenyi, I would advise you to spend a little time reading your Standing Orders. As I was saying, the Chair has already ruled that even if the Minister does not submit that list here, the Departmental Committee responsible for public works is now going to be instructed to invite the Minister and his staff to produce that list so that they can in turn report to the House. For the time being, that list is not here.

Mr. Angwenyi: On a point of order, Mr. Chairman, Sir. What the Minister gave as a list of roads to be done under ---

Mr. Chairman: The Minister did not give me a list of roads to be done under the Development Expenditure.

Mr. Angwenyi: I am referring to the Recurrent Expenditure.

Mr. Chairman: We already know that. You picked it up from me and now you want to tell me what I have already asked for.

(Heads 384, 385, 386, 488, and 489 agreed to)

(Sub-Vote 136 agreed to)

(Vote D13 agreed to)

(Question put and agreed to)

(Resolution to be reported without amendment)

(The House resumed)

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

REPORT

VOTE 13 - MINISTRY OF PUBLIC WORKS AND HOUSING

Mr. Omino: Mr. Temporary Deputy Speaker, Sir, I beg to report that the Committee of Supply has considered the Resolution that a sum not exceeding K£98,775,935 be issued from the Consolidated Fund to complete the sum necessary to meet expenditure during the year ending 30th June, 2000 in respect of Vote 13 - Ministry of Public Works and Housing and approved the same without amendment.

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

The Minister for Health (Mr. Kalweo) seconded.

(Question proposed)

Mr. Achola: Thank you, Mr. Temporary Deputy Speaker, Sir. I just want to make one or two comments regarding this Ministry. I know it is not time for debate, but nevertheless, I would like to request the Minister to stop corruption in the Ministry now that we are just about to pass this Vote.

Mr. Temporary Deputy Speaker, Sir, Kenyans have cried about corruption being perpetuated by officials of the Ministry, but nothing seems to be happening. The recent swoop on staff in the Ministry did not quite help because you have just recycled rotten people. That is the first warning.

The Minister for Public Works and Housing (Mr. Ngala): On a point of order, Mr. Temporary Deputy Speaker, Sir. The hon. Member is referring to the Ministry as having rotten people, but I am sure the word "rotten" is unparliamentary.

The Temporary Deputy Speaker (Mr. Musila): Mr. Achola, you should stop using unparliamentary language and, therefore, I order you to withdraw and apologise.

Mr. Achola: Mr. Temporary Deputy Speaker, Sir, I will substitute the word that is unparliamentary and use--

The Temporary Deputy Speaker (Mr. Musila): Order, Mr. Achola! The Chair asked you to withdraw that word, but not to substitute it!

Mr. Achola: Mr. Temporary Deputy Speaker, Sir, I withdraw the word "rotten" and replace it with the word "corrupt" if that pleases him. Secondly, I would like to---

The Minister for Public Works and Housing (Mr. Ngala): On a point of order, Mr. Temporary Deputy Speaker, Sir. My hon. colleague is getting into situations which I was not expecting him to. We are not doing things here to please one another. We are following the laid-down procedures. If he has been asked to withdraw, let him withdraw in the normal manner and not to suggest that he will do it if it pleases me.

Mr. Angwenyi: On a point of order, Mr. Temporary Deputy Speaker, Sir.

The Temporary Deputy Speaker (Mr. Musila): Order, Mr. Angwenyi! I have not recognized you. I was going to deal with the point of order that the Minister has raised. Mr. Achola, you withdrew and apologised, but you do not have to add a rider. It was not the Minister that you were apologising to, but the House. The question of whether it pleases him or not does not arise. Will you proceed?

Mr. Achola: Mr. Temporary Deputy Speaker, Sir, I did withdraw, but if it pleases him--- Finally, I would like to give a warning to the officers of the Ministry that there is a Select Committee of the House called the Anti-Corruption Committee. Shortly, it will be visiting this Ministry to investigate certain officers and find out how they have acquired great wealth when we know, for example, that the Chief Engineer of Roads who is the highest ranking officer in the Ministry earns just about K£14,000 per annum. What these people own is immense! Let them be warned and they should ensure that they use this money to repair roads.

Thank you.

Mr. Angwenyi: Mr. Temporary Deputy Speaker, Sir, like I said yesterday, this is a Ministry which has got more officials right from the Minister down to the engineers and they do know that the people of Kenya are going to allow them to resuscitate the economy of this country by improving our infrastructure. I would urge the Ministry to look for ways and means of increasing the allocations for the rural roads for the Roads 2000 Programme, access roads and also to look for funds to complete the stalled projects like the Kisii-Ahero Road which I understand was about to break the back of our Head of State when he was passing there about a week ago. I am sure that corruption that has been existing will be reduced substantially---

The Temporary Deputy Speaker (Mr. Musila): Order, Mr. Angwenyi! It looks like you are trying to take advantage of this session to contribute. I am sorry, I cannot allow you to do that.

Mr. Angwenyi: Mr. Temporary Deputy Speaker, Sir, I wanted to encourage the Ministry to do a good job.

(Question put and agreed to)

ADJOURNMENT

The Temporary Deputy Speaker (Mr. Musila): Hon. Members, it is now time for interruption of business. The House is, therefore, adjourned until tomorrow, Thursday, 22nd July at 2.30 p.m.

The House rose at 6.25 p.m.