

H A N S A R D

Tuesday, 6th October, 1987

The House met at thirty minutes past Two o'clock./Mr. Speaker in the Chair/

## PRAYERS

## PAPERS LAID

The following Papers were laid on the Table:-

Legal Notice No.151/1, 1987 - The Price Control  
Beer and Stout Order.Legal Notice No. 147, 1987 - The Price Control  
Sugar Amendment No.2 Order.(By the Assistant Minister for Finance (Mr. Thuo)  
on behalf of the Minister for Finance (Prof. Saitoti)

## ORAL ANSWERS TO QUESTIONS

Question No. 538MR. MBORI asked the Minister for Environment  
and Natural Resources:-

- (a) Whether he is aware that there has been serious deforestation of Kodera Forest of South Nyanza County Council by timber businessmen or from neighbouring districts; and
- (b) whether he could order immediate termination of this wanton damage of forest and ensure that in future this forest is properly conserved.

THE ASSISTANT MINISTER FOR ENVIRONMENT AND NATURAL RESOURCES

(Mr. Korellach): Mr. Speaker Sir, I beg to reply.

- (a) Yes, the Minister is aware that this South Nyanza owned and managed forest is very badly managed and exploited. The Ministry of Environment and Natural Resources has however, drawn the attention of the county council to this <sup>fact</sup> and has given proper advice on how to manage and conserve the forest.

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THE ASSISTANT MINISTER FOR ENVIRONMENT AND NATURAL RESOURCES.

(Mr. Korellach (Ctd.):

(b) Following the above answer to the hon. Member's Question, the District Forest Officer has given advice to the County Council and the Chief Conservator of Forests has also written to the Clerk of the County Council on the same subject, giving a copy to the District Commissioner.

MR. MBORI: Arising from that reply, Mr. Speaker, Sir, that the County Council <sup>of</sup> Koderā Forest ~~is~~ in Kaspul/Kabondo is very badly managed, and ~~due to the fact~~ <sup>realising</sup> that so much timber has been damaged up to now, what steps are being taken to replace the deforested forests so that the area conserves nature as well as serve the county council and the ordinary people the way ~~xx~~ they were originally meant to ~~be~~ served?

MR. KORELLACH: Mr. Speaker Sir, I would first like to thank the hon. Member for showing such keen interest in the preservation of this forest. In 1986, this county council was ~~asked~~ asked by the Forest Department to stop further felling of trees until proper management <sup>plans</sup> in planning programmes have been drawn for them. The advice has been given to the county council by the Chief Conservator of Forest and his advice is as follows:-

"The trees, most of which are 30 years old and above, which are normally ready for harvest, once cut, they have to be replaced."

Following this advice, an area of about 15 hectares has now been replanted by the county council.

MR. MBORI: Mr. Speaker, Sir, I just left the forest area just yesterday and I still observed the trees <sup>being</sup> carelessly felled without replacement, <sup>what</sup> is the Assistant Minister <sup>doing</sup> thinking? <sup>is he</sup> trying to make this place a desert or what is he thinking about? The advice of the forester has been ignored by the staff of the county council.

MR. KORELLACH: Mr. Speaker, Sir, we would have expected that by now, this advice should have been taken seriously. If this destruction of trees continues, the Forest Department might be forced to ask the county council to hand over the management of this forest to the Ministry of Environment and Natural Resources which is charged with the responsibility of conserving natural resources in this Republic.

(Mr. Omamo was applauded as he entered the Chamber)

Question No. 523

MR. GACHANJA asked the Minister for Local Government:-

- (a) whether he is aware that Salim Road which passes through Muslim Village to Gatina in Dagoretti is impassable; and
- (b) when the road is going to be tarmacked.

THE ASSISTANT MINISTER FOR LOCAL GOVERNMENT (Mr. Ogle):

Mr. Speaker, Sir, I was not able to listen properly because the hon. Shikuku was shouting.

I now beg to reply.

(a) I am aware that Salim Road is currently in poor state of repair.

(b) There are no funds to construct the road to bitumen standards at the moment. However, it is the intention of the City Commission to grade the road immediately after the current grading and murraming of roads at Korogocho Settlement are complete.

MR. GACHANJA: Mr. Speaker, Sir, it is very surprising to hear the hon. Assistant Minister saying that there are no funds to repair the roads while the City Commission has funds to fuel vehicles to chase women hawkers here selling

A.4.....6.10.87

MR. GACHANJA (Ctd.):

fruits and vegetables, and <sup>stealing</sup> ~~it is~~ killing them; yet they say they have no money to repair ~~roads~~ the only two graders they have in the City? Can he comment on that, Sir?

MR. OGLE: That is an entirely different question, Mr. Speaker, Sir.

END A....

RW.

MR. GACHANJA: This is not a different question, Mr. Speaker, Sir. I said that the Nairobi City has two graders which are now grounded. I have also said that the City Commission has money and that it has bought vehicles which its askaris use to chase women hawkers who sell fruits and vegetables in the City. I would like the Assistant Minister to comment on that.

MR. OGLE: Mr. Speaker, Sir, I still maintain that that is an entirely different question. But with regard to grading or tarmaccking this road, I would like to say that we are looking for finances. I would also like to draw the attention of the hon. Member to the fact that His Excellency the President has directed that this road be tarmacked and it, therefore, takes priority over all other projects. We are intending to start the work fairly soon.

MR. GACHANJA: Mr. Speaker, Sir, the Korogocho Settlement Scheme was started early this year. <sup>This road</sup> had never been graded or murramed before. What was preventing the City Commission from grading or murraming <sup>this road</sup>?

MR. OGLE: Honestly, Mr. Speaker, Sir, I do not know what the hon. Member is trying to say. There are very many projects in the City which have not been undertaken by the Ministry for various reasons, the main one being lack of finances. But since we have got to deal specifically with the Question as it was raised originally, we will try and do this particular road. It is going to take priority over all other projects. I think the hon. Member should say "Thank you" and just give us time to do the work.

MR. SPEAKER: Hon. Dr. Wameyo's Question.

Question No.487

Dr. Wameyo not here? Mr. Munyao's Question.

Question No.517

MR. SPEAKER: Mr. Munyao also not here? Mr. Omido's Question.

Question No.504

MR. OMIDO asked the Minister for Labour:-

- (a) whether he is aware that all employees working in the factory of M/S Patco Industries, of Lunga Lunga Road, P.O. Box 44100, Nairobi have been employed on casual basis for periods ranging between one year and 10 years;
- (b) whether he is also aware that women employees are inspected sometimes half naked by a Mr. Patan;
- (c) whether he is aware that the evening shift of the company starts work at 5.30 p.m. and finishes at 8.15 a.m. the following day thus having 15 hours working shift; and
- (d) what steps he is taking to ensure that fair treatment of the workers and respect for women employees of the company.

THE MINISTER FOR LABOUR(Mr. Okondo): Mr. Speaker, Sir, before I reply to this Question I would like to ask for your pardon that as much as I tried to make the answer short, the answer is still pretty long. So, I do hope that the House will bear out with me.

THE MINISTER FOR LABOUR (ctd);

Having said that, Mr. Speaker, Sir, I beg to reply.

I am aware that M/S Patco Industries have been employing 46 employees as casuals, for period ranging between one year and 10 years. However, they have 9 permanent employees.

I am also aware that women employees were sometimes inspected as a means to curb thefts of sweets being manufactured by the Company. These inspections were however done by a female employee but we have no evidence <sup>at</sup> present and we have not been able to establish concretely that Mr. Patan <sup>is</sup> present during such inspections.

I am aware that the evening shift starts at 6.00 p.m. and finishes at 8.00 a.m. next morning, with one hour break between 1.00 a.m. and 2.00 a.m., thus having a 13 hours working shift, and not 15 hours shift.

On receipt of this Parliamentary Question, Mr. Speaker, Sir, investigations were conducted and although the employer claimed that the 46 employees were casuals, leave pay for them has been demanded by my Labour Officer based on an average of 10 months worked per year for the last three years. The employer has now accepted this demand and a sum of Shs.24,254.70 has, therefore, been deposited with the Provincial Labour Officer in Nairobi from where the affected workers can collect the money. Eleven employees who have worked with the company for the last three years continuously were offered permanent employment with effect from 1st July, 1987. The other 35 employees have been promised permanent employment with effect from 1st October, 1987.



Mr. Speaker, Sir, three female employees were not granted maternity leave during their period of employment. Their two months' maternity leave pay has been demanded by the Labour Officer and a sum of KShs.3,312/- has now been deposited with the Provincial Labour Officer, Nairobi. These ladies can, therefore, collect their money from the Labour Office in Nairobi.

Mr. Speaker, Sir, improvements in the method of inspection conducted on female workers have now been made after consultations with the labour officers concerned.

Mr. Speaker, Sir, although the workers are working a shift of 13 hours a day, it was established, on investigation, that they are adequately compensated for the extra four hours that they work on top of the required 9 hours per shift. Overtime rate in respect of these 4 extra hours at the rate of  $1\frac{1}{2}$  times entitles them to an additional payment of KShs.14.70 per shift. That, together with the actual pay of KShs.27.50 per day would make it KShs.42.40 per shift. However the employer is actually paying KShs.50/- per day per shift; that is KShs.7.60 more than the minimum rate. Thank you, Mr. Speaker, Sir.

MR. KARAURI: Mr. Speaker, Sir, the hon. Minister has admitted that these women ~~in~~ employees are inspected and the Question ~~has said~~ <sup>says</sup> that the person inspecting them is Mr. Patan. Is the hon. Minister, therefore, satisfied that a man should be allowed to inspect women, even if it were to curb theft/of sweets? Is it really not immoral for a man to keep on inspecting women? Can they not look for a woman who can be doing this job?

MR. OKONDO: Mr. Speaker, Sir, it is not possible in labour circumstances or other relationships for a man to inspect women. We do not allow it, Sir. In this particular case we looked into the matter very carefully and sent around women inspectors to ask the women whether they had been ever inspected by a man or in the presence of a man and all the women said "No" and that they have always been inspected by a woman and k no man has been present when they are being inspected.

MR. OMIDO: Mr. Speaker, Sir, a number of women ~~em~~ employees from this firm came to my office complaining that the person who inspects them is a man. I brought this Question to the House after asking them, ~~w~~ several times, to confirm to me that they were actually ~~lx~~ inspected by a man and not a woman. They told me that they were inspected several times by a man called Mr. Patan. Will the Minister, therefore, take very severe action against this employer because what is being done to those women employees is completely against moral standards and labour conventions in this country? It is not permissible for a man to inspect women under such circumstances. This is a factory and I think the Minister knows that you are not allowed to over-work employees. What action is the Minister taking to ~~w~~ make sure that the relevant law is complied with by this employer? This is because it is contrary to factory regulations to over-work workers especially women.

END.B...

MR. MUTISO: On a point of order, Mr. Speaker, Sir, I am sure that before the Minister answers that question, the House would like to know who between the Minister and the Questioner is misleading or misinforming the House. This is because the Questioner maintains that the women were inspected by a man, but the Minister is denying that. Is the House going to be left <sup>in</sup> that confusion? Could one of them explain the truth so that we could know how to <sup>ask</sup> supplementary questions?

MR. OKONDO: Mr. Speaker, Sir, there are three supplementary questions and at such I do not know which one to answer, that is, whether to answer the two raised by the hon. Questioner or the one raised by hon. Munyao. Could I get the guidance of the Chair?

AN HON. MEMBER: It is hon. Mutiso!

MR. OKONDO: I am sorry, Mr. Speaker, it is hon. Mutiso and not hon. Munyao. The question that hon. Mutiso has raised is quite simple. We have carried out investigations and this is what we have found out. If the hon. Member has other information contrary to what was found, which violates the Law of Decency - because there is a law in this country that prevents acts against indecency - the culprits can be brought to court. But at present, the information we have, and we can only go by this information found by the investigators who had interviewed these ladies one by one in private and come out with that conclusion <sup>is not conclusive</sup>. Thus, the question that a man inspected them or that a man was present during the inspection, is not really true. So, if there is any other evidence which can be proved in court, I am quite prepared to support these people to bring an action against the employer for indecent assault.

Question No. 115

MR. SHIKUKU asked the Minister for Transport and Communications:-

- (a) whether he is aware that Kenya Ports Authority paid Messrs. Karsons Marine Supplies of Mombasa Kshs.113,000/= in respect of Invoice No. 575 dated 4th June, 1985; Kshs.159,000/= in respect of Invoice No. 576 of 5th June, 1985; Kshs.164,802/= in respect of Invoice No. 577 of 5th June, 1985 and Kshs.600,000/= in respect of Invoice No. 593 of 2nd December, 1985; and
- (b) the items that the Kenya Ports Authority purchased and whether they were delivered and ~~xxk~~ acknowledged.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Speaker, Sir, I beg to reply.

(a) I am aware.

(b) I would like to say that the items that were purchased were items which <sup>were</sup> required by the Kenya Ports Authority such as galvanised steel wire ropes and fasteners for the purpose of being used at the port.

MR. SHIKUKU: Arising from that reply which is incomplete and unsatisfactory, is the Minister aware that in the audit Report made by the auditor dated 30th June, 1986 and which I laid on the Table - this is ~~w~~ shown on Appendix A on page 18 - says that for example Invoice No. 593 dated 2/12/85, is among the invoices in Appendix A covered irregular purchases? How dare the Minister stand up and with an air of being honest give such an answer when auditors stated that one of these invoices was irregular and out of order? I have just given him one example which comes from the auditors Report.

MR. MAGUGU: Mr. Speaker, I doubt further that Report has been discussed in this House yet, and, I do remember that he raised this same subject-- I think hon. Shikuku brought up this issue before we went for recess. This Auditors Report, if I remember correctly, has not been discussed in this House →

MR. MAGUGU (ctd.):

but <sup>was</sup> just laid on the Table. I think, hon. Shikuku will agree with me that the Auditors Report is not necessarily giving an air of confidence. I am not rejecting it, but I am just stating the truth of the matter.

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir.

Is the Minister in order to try more or less to xplay down the importance of the Auditors Report? The auditors, for example, this invoice he has been referring to <sup>is</sup> invoice n No. 593 of 2nd December, 1985 is listed here in Appendix A which states that these were irregular purchases. So, this company was one of the companies involved in irregular purchases which <sup>were</sup> not in order. Is he in order to try and overlook this important Report which was laid down on the Table in this House? Those purchases shown in that Report are very irregular and the Minister should be ashamed of this.

MR. MAGUGU: I think, Mr. Speaker, hon. Shikuku ought to be ashamed more because <sup>I am</sup> <sup>that</sup> saying is, I do not intend to preempt the discussion of this Report before this House. It has ~~not~~ not been discussed and I said that before we ~~we~~ went for Recess hon. Shikuku raised the same similar question and I said exactly what I am saying now. I am prepared <sup>to wait</sup> until the Auditors Report is discussed in the House, I would be prepared to say whether I would address myself <sup>to</sup> this question of irregular purchases as Mr. Shikuku refers to them in this Report. I am not questioning the authenticity of the Controller and Auditor-General's Report.

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir, Does that debate disqualify the information <sup>or</sup> whether we are going to debate or not. Does this disqualify the Controller and Auditor-General's Report? It is true whether we do debate it or not. This is the truth.

MR. MAGUGU: Bw. Spika, nafikiri ni bora niseme kwa Kiswahili ili ili mhe. Shikuku aweze kufahamu vizuri. Hii ni kwa sababu--  
(noise)

MR. SPEAKER: Order!

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir. Is the Minister aware that Standing Order No. 62, which he, of course, does not know states that when you start in English you have to complete speaking in English and you cannot turn to Kiswahili, Kikuyu or any other language.

MR. MAGUGU: Mr. Speaker, I wanted to do that just for his comprehension. All I am saying is that I am not pre-empting the discussion of the Report as I said earlier on. The Report was prepared by the Controller and Auditor-General and I happen to have read it in my office, but it has not been discussed, although it may have been laid on the Table. So, why am I being forced to pre-empt the hon. Members' views before they get a chance to discuss the Report?

MR. OMIDO: On a point of order, Mr. Speaker, Sir, Is the Minister in order to deny the House a satisfactory answer on a document which is official and he confirmed it to be a true document? Should he deny the House this information or is there something else that he is hiding?

MR. MAGUGU: That comment from the hon. Member is very interesting, Mr. Speaker. I thought that that Report was very obvious and thus an answer from the Minister would not be necessary. According to hon. Shikuku, that is what Standing Orders state. I would like to say that the Report is not being questioned by the Minister or by the Ministry. All I am saying is that any information you may wish to submit over and above this issue is already in the Report.

Question No. 536

MR. SIFUNA asked the Minister for k Transport and Communications:-

- (a) whether he is aware that there are no post office services at Nzoia River Market in East Bukusu Location on old Bungoma-Kakamega Road; and
- (b) whether he could provide postal services at this market as residents of this area have to travel over 20 kilometres to Bungoma in order to get postal services.

(END C.....)

RW.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Speaker, Sir, I would like to say that I expected the <sup>hon.</sup> Member for Bungoma South to say whether these services have been provided or not because, as far as I can tell, they have been provided as requested by the hon. Member.

MR. SIFUNA: Mr. Speaker, Sir, this is a surprising answer from the Minister. I brought this Question to the House so that the Ministry could provide postal services to this particular centre, and the answer I have received from the Ministry is that they will provide the services before the end of this year. Right now, however, the people there <sup>have to</sup> walk 20 kilometres from Nzoia to Bungoma in order to be served. The place the Minister has mentioned, Nambacha, is in Kakamega District. Could he tell us when he is going to provide postal services to Nzoia Market?

MR. MAGUGU: Mr. Speaker, Sir, I would like to plead with the hon. Member and assure him that if he has any information <sup>to</sup> ~~to the~~ contrary of what I have said, I will follow it up. However, the information I have is that postal services have been provided to Nzoia Market. These are the services referred to by the hon. Member, and I can be more specific here.

MR. SIFUNA: Mr. Speaker, Sir, may I know from the Minister—

MR. MAGUGU: I am still giving the hon. Member the relevant answer. I have information that in spite of the fact that Nzoia Market is far from Bungoma, a sub-post office was opened on 9th September, 1987, at the market. I believe that the office in that area is referred to as Ndolovu Sub-Post Office, which is run on an agency basis. It sells stamps, postal orders and handles registered items. I would like to know from the hon. Member if that information is correct, or not.

MR. SIFUNA: Mr. Speaker, Sir, I was at this particular place on Friday last week. Postal services have not been provided there. In fact, when I got this answer from the hon. Minister's office today, it said the Ministry will provide these services there this year. I wonder whether the Minister could be specific enough and tell us when he is going to provide postal services to this particular place. We know that the Kenya Posts and Telecommunications



MR. SIFUNA (CTD.):

Corporation is---

(Mr. Magugu stood up and walked to the microphone)

---doing a very good job, but when is it going to provide postal services to Nzoia Market?

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir. The Standing Orders of this House provide that only one Member should be on his feet at any one time. When hon. Sifuna was still asking his Supplementary Question, the Minister walked away from his seat and drew close to the microphone, and there were then two Members on their feet. Would he be reminded of the relevant Standing Order?

MR. MAGUGU: Mr. Speaker, Sir, hon. Shikuku will not teach me the Standing Orders of this House. He may know them by head, but I am sorry I do not fit into his "classroom".

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir. I still insist, as everybody here saw, that that is what the Minister did. It is really a shame for the hon. Minister to deny this. Hon. Sifuna was still on his feet asking a Supplementary Question when the Minister stood up. Everybody here saw that. When the Minister denies this, this can show what sort of people we have running this Government.

MR. MAGUGU: Mr. Speaker, Sir, I did not deny that; I just said that I do not fit into this hon. Member's "classroom".

I would like to state that I promise to take the necessary action. At any rate, these postal services will be provided before the end of the year. At the same time, I would like the hon. Member concerned to co-operate with us if the information I have given is not what is on the ground, in which case, I will follow up the issue with the hon. Member himself. Thank you.

Question No. 338

MR. arap KOSKE asked the Minister for Education whether:-

(a) he is aware that a Mr. Festus Luhyaka Alividza, T.S.C. No. 020007, ID/No. 0323411/63, who is a retired teacher, is receiving Shs.662.20 per month as his pension while he is expecting Shs.780/= since he left the job while already a "P3" teacher; and

(b) he can make the necessary correction and pay the complainant the right amount.

THE ASSISTANT MINISTER FOR EDUCATION (Mr. M'Maitzi): Mr. Speaker, Sir, I beg to reply.

(a) I am aware that Mr. Festus Luhyaka Alividza, T.S.C. No. 020007, retired as a "P3" teacher with effect from 31st May, 1987, and that he is currently receiving a reduced monthly pension of Shs.662.20 because he opted for a service gratuity in one lumpsum payment which was made to him on 26th February, 1985. Furthermore, according to the Pensions Act, chapter 189 of the Laws of Kenya, the amount of a teacher's pension depends on the length of pensionable service and the final salary of the teacher, but it does not necessarily depend on the teacher's teaching grade.

(b) No, I cannot make any further adjustment on this teacher's monthly pension payments. However, if Mr. Alividza is disputing this matter, he should refer it to the Ministry of Finance as the responsibility of my Ministry in this case ended when I supplied all the relevant information in respect of this teacher on Form GP 178 to the Ministry of Finance.

MR. arap KOSKE: Mr. Speaker, Sir, could the Assistant Minister explain to the House how Shs.662.20 was arrived at in this particular case and why he believes that that amount is fair enough?

MR. M'MAITSI: Mr. Speaker, Sir, I think the duty of calculating that particular amount lies with the Treasury, and so the hon. Member could go there and find out how this happened.

MR. arap KOSKE: Mr. Speaker, Sir, why is the Assistant Minister referring this case to the Treasury at this moment whereas this Question was presented to him several months ago? Why could he not have done this and

MR. arap KOSKE (CTD.):

brought to the House a satisfactory answer, instead of referring us back to the Treasury?

MR. M'MAITSI: Mr. Speaker, Sir, when the hon. Member asked this question, I thought he was referring to less money being paid to the teacher in question by the Teachers Service Commission than should be the case. So, we answered it in that vein. However, if he is disputing the calculations involved, they are not with us; we only forwarded the relevant figures and information to the Treasury, and the officers there calculated this amount basing it on the teacher's basic salary when he left service.

Question No. 526

MR. SPEAKER: Mr. Ekidor not here? Okay we will leave his question until the end.

Question No. 532

DR. CHIBULE asked the Minister for Water Development:-

(a) whether he is aware that most water bills in Kilifi South are usually inflated and that half of the population there has had ~~its~~ water pipes disconnected; and

(b) what steps he is taking to ensure that the correct meter readings are taken and that the consumers are billed for the amount of water used.

THE MINISTER FOR WATER DEVELOPMENT (Mr. Mwendwa): Mr. Speaker, Sir, I beg to reply.

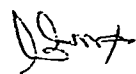
(a) I am not aware that most water bills in Kilifi South are usually inflated. However, I am aware that 615 water connections have been cut off due to non-payment of water bills.

(b) As no complaints about incorrect meter readings have been brought to the notice of my Ministry so far, I am taking no steps to ensure that correct water meter readings are taken. Nevertheless, I would like to advise those affected to go to the officer in-charge of water supply there and request him to have their meters checked for any defects. If any defects are

THE MINISTER FOR WATER DEVELOPMENT (CTD.):

detected, I would like to assure the hon. Member that they will be rectified forthwith in the normal manner. Further, any incorrect readings will be re-adjusted where necessary.

END D



DR. CHIBULE: Mr. Speaker, Sir, I am sorry to have to report that the records to show that a lot of water bills are inflated are not here with me. Could I be given up to next Tuesday to bring them? But according to the reply given by the Minister, he said no complaints about incorrect meter readings have been brought to the notice of his Ministry so far. Could I ask the hon. Minister to tell the House who are supposed to bring complaints about incorrect meter readings? Wananchi bring complaints about inflated meter bills. Wananchi are not experts----

MR. SPEAKER: Order! You are too repetitive. We are not getting anywhere.

DR. CHIBULE: Mr. Speaker, Sir, could the Minister say who he expects to bring complaints about meter readings to his Ministry?

MR. MWENDWA: Mr. Spekaer, Sir, it is the complainant.  
(applause)

MR. MUTISO: Mr. Speaker, Sir, arising from an earlier reply by the Minister to the effect that he is not aware that water bills have been inflated in Kilifi town, and considering the fact that this question was put to his Ministry long ago, and most likely more than three months ago could he tell the House whether he has taken any trouble to really institute some kind of investigation to check and know for certain whether the allegations contained in this question are true or not?

MR. MWENDWA: Mr. Speaker, Sir, my saying "I am not aware", means exactly that I have caused investigations to be carried out and no truth has been found. What I should perhaps say is that the complainants do not pay their bills each month. When they come to pay after three months the bills look inflated, because they think that it covers one month. That is the whole

Question No. 527

MR. LIKINDO asked the Minister for Tourism and Wildlife when the family of the late Mr. Kiale Maringa who was killed on 9th October, 1984 at Njukini Sub-Location will be compensated as per the letter Ref. No.TVT.15 (204) dated 19th October, 1984.

THE ASSISTANT MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Keriri): Mr. Speaker, Sir, on behalf of the Minister for Tourism and Wildlife, I beg to reply.

Mr. Kiale Maringa (ID No. 5346255/68) who was killed by a buffalo, <sup>had</sup> his case passed by the Taita/Taveta District Wildlife Compensation Committee sitting at Voi on 27th October, 1986 in the District Commissioner's office. A cheque No. 430069 for kshs.237,586/- dated 29th June, 1987 has already been sent to the District Commissioner, Taita/Taveta with our our letter, Ref. MTW/5.6/3/Vol. IV/23 dated 17th July, 1987.

The next of kin of Mr. Kiale Maringa will be paid the sum of kshs.30,000/- out of the money forwarded to the District Commissioner, Taita/Taveta in respect of the death of Mr. Kiale Maringa.

End E

Rw.

MR. MWACHOFI: Mr. Speaker, Sir, first of all, I would like to ask the Assistant Minister to correct his answer. This is because he said that the meeting was held at Voi in the District Commissioner's office and we know that the office of the District Commissioner, Taita/Taveta, is in Wundanyi. I would like the Assistant Minister to tell the House the exact date when this letter was sent to Wundanyi. Why is it that the amount the next of kin are going to receive is less than the one he indicates in the cheque?

MR. KERIRI: Mr. Speaker, Sir, I read the date of the letter that accompanied the cheque, that is, 17th July, 1987. Incidentally, I apologise for saying that the meeting was held at the District Commissioner's office, Voi, instead of Wundanyi. The other supplementary question was: Why would the next of kin be paid less money than the <sup>amount shown</sup> ~~one~~ in the cheque? The cheque contains the total amount of money payable to several people in that district. The amount that belongs to Mr. Kiale Maringa is only Kshs. 30,000/=.

MR. LUKINDO: Mr. Speaker, Sir, while thanking the Assistant Minister for his good reply, would he tell this House what has caused all <sup>this</sup> ~~these~~ delays, since Mr. Maringa was killed by this buffalo in 1984?

MR. KERIRI: Mr. Speaker, Sir, the hon. Member should be grateful that this money has, in fact, been paid. There are many cases in this country which took place in 1981, 1982, 1983 and so on, but have not been compensated <sup>for</sup>. Cases are delayed for several reasons. One of the reasons is that there may be no money in the Vote to pay the complainants and, secondly, the papers may not have reached the Ministry at the right time.

MR. MWACHOFI: On a point of order, Mr. Speaker, Sir.

MR. SPEAKER: Mr. Mwachofi's Question.

Question No. 481

MR. MWACHOFI alimuliza Mkuu wa Sheria:

- (a) kama anafahamu kwamba juhudi za Mkuu wa Wilaya ya Taita/Taveta kumwezesha Walter Msagna Mwambalo na warithi wengine wa marehemu Austin Mwambalo walipwe haki yao na Credit Finance Corporation, Mombasa, hazijafaulu kwa zaidi ya miaka kumi sasa; na
- (b) ni hatua gani Serikali <sup>inachukua</sup> kuhakikisha kwamba warithi hawa <sup>watakipwa sasa.</sup>

THE ATTORNEY-GENERAL (Mr. Muli): Bw. Spika, ningependa kuuliza kupitia kwa Kiti inijibu Swali hili wiki ijayo. Hii ni kwa sababu nimepata taabu kidogo kwa kupata majibu kutoka kwa viwanda mbali mbali. Ningependa <sup>kumwamba</sup> mhe. Mwachofi alete Swali hili <sup>liulizwe</sup> baadaye ili niweze kumletea jawabu la kutosha.

MR. SPEAKER: Okay, let us move on to Mr. Muia's Question

Question No. 502

MR. MUIA asked the Attorney-General:

- (a) what steps he has taken on Machakos H.C.C.C. No. 66 of 1986;
- (b) whether he is aware that Mr. Kilonzo <sup>received</sup> serious bodily injuries while in police custody between 24th June 1985 and 3rd July, 1985;
- (c) what action he has taken against the police officer involved in this incident; and
- (d) what compensation he is intending to pay Mr. Kilonzo.

THE ATTORNEY-GENERAL (Mr. Muli): Mr. Speaker, Sir, I beg to reply.

(a) The plaintiff, Mr. David Mwema Kilonzo in Machakos High Court Civil Case No. 66 of 1986, had filed the case at the High Court Registry on 17th June, 1986 and served upon my office in Nairobi with summons on the 20th June, 1986. My office filed the normal documents; that is, Memorandum of Appearance, and served the same to the plaintiff. At that time, information was received that the plaintiff had been injured while in police custody and the Commissioner of Police ordered an inquiry. The file was opened and the



THE ATTORNEY-GENERAL (Mr. Muli) Ctd:

inquiry was duly registered and the results were forwarded to my office on the 12th of June, 1987. Upon reading the report, my office filed the defence to the suit and the judgement, which had already entered ex parte, was set aside. The case is now pending for hearing.

(b) The medical examination report of the Government Doctor at Machakos General Hospital, dated 26th June, 1985, shows that there is no doubt that the plaintiff had sustained some injuries. According to the police investigation, <sup>the inflicting of</sup> these injuries cannot be attributed to the police, while Kilonzo was in police custody.

(c) Mr. Speaker, Sir, the matter is still pending in court and, perhaps, any discussion beyond what I have said, might prejudice the outcome of the case.

(d) On the question of compensation, Mr. Speaker, Sir, here again, this will be determined by the outcome of the pending suit.

MR. MUTISO: On a point of order, Mr. Speaker, Sir.

MR. SPEAKER: I would like to remind the House that we have very few minutes remaining for Question Time and we still have some Questions to go.

MR. MUTISO: On a point of order, Mr. Speaker, Sir. I wonder whether what the Attorney-General is referring to as sub judice concerns the original case or the case of injuries inflicted <sup>to a person</sup> while in police custody. This is because I thought there were two cases here. Can he make that clear to us, Mr. Speaker, Sir?

MR. MULI: Mr. Speaker, Sir, there are two matters here. The first one concerns investigation as to whether the injuries were caused by police while Mr. Kilonzo was in police custody. That has been concluded. What is remaining is the hearing of the case as to compensation and as to whether any damage or negligence can be attributed to anyone.

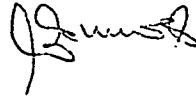
MR. SPEAKER: Let us go back to Dr. Wameyo's Question.

Question No. 487

MR. SHIKUKU, on behalf of Dr. Wameyo, asked the Minister for Agriculture:

- (a) how much money Mumias Sugar Company Limited accept to pay under Workmen's Compensation Act to Mr. Ndombi Wabomba Fumwa (Ref.KAK/0060/86) following the accident he had while on duty on 21.1.86;
- (b) whether the Personnel and Training Manager of Mumias Sugar Company received a receipt for the money paid; and
- (c) How much money the Mumias Sugar Company actually paid Mr. Ndombi Wabomba Fumwa.

END P



THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai): Mr. Speaker, Sir, I beg to reply.

(a) Mumias Sugar Company accepted to pay Shs.965.85 to the Minister for Labour as compensation payable to Mr. Ndombi Wabomba Fumwa following the accident he had while on duty on 21.1.86.

(b) A cheque for the amount was forwarded to the Ministry of Labour, and receipt No. AS342145 obtained.

(c) It is the responsibility of the Ministry of Labour to forward the compensation amount to the employee

MR. SHIKUKU: Arising from that terrible reply, is the Assistant Minister himself, as a human being, satisfied that the sum of Shs.965.85 is a reasonable amount? Is his conscience at peace?

MR. MUIGAI: Mr. Speaker, my conscience has little to do with this <sup>as</sup> There seems to be a laid down formula ~~for~~ on which this money is calculated.

MR. SPEAKER: Next Question.

MR. MUNYAO: Mr. Speaker, Sir, I apologise to you and the House, because I was not in the House the first time my Question was called to ask it. But before I ask the Question, I wish to state that I have not received a written reply. So, maybe, I will be allowed to speak <sup>longer</sup> so that---

MR. SPEAKER: Mr. Munyao, are you asking your Question?

Question No. 517

MR. MUNYAO asked the Minister for Agriculture:-

- (a) why Messrs Oil Crop Development Company Limited of P.O. Box 2657, Nakuru paid the farmers from Kibauni and Kalawa Locations Shs1.80 per kilogramme of sunflower seed whereas the agreed price was Shs.2.80 per kilogramme as per their letter dated 11.12.86, addressed to all buying agents; and
- (b) <sup>the</sup> what steps he is taking to ensure that the farmers are paid the difference.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai): Mr. Speaker, Sir, I beg to reply.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai)(CTD):

(a) The agreed price of Shs.2.80 per kilogramme notified by Messrs Oil Development Company to all buying agents is paid to farmers who grow high oil content sunflower containing oil content of 36.2 per cent. The seed for this high oil content was supplied by Messrs. Oil Crop development Company. Other farmers, however, including those from Kibauni and Kalawa Locations in Machakos District, decided to grow sunflower from their own seed. This is the low oil content sunflower. It has an oil content of 32 per cent. Such farmers are paid Shs.1.80 per kilogramme.

(b) In view of the answer to (a), part (b) of the Question does not arise.

MR. MUNYAO: Mr. Speaker, Sir, I totally disagree with the answer given by the Assistant Minister. This is because when the sunflower was being collected from the centres, there was an area manager in Machakos, who had graded all the sunflower collected as high-grade seeds. They collected 30,847 kg of hybrid seeds in Machakos <sup>but</sup> on they changed the grade. Why did they change the grade of the seeds after they had already been graded?

MR. MUIGAI: Mr. Speaker, Sir, my information is that the oil seed had low oil content. I would appreciate any information that the hon. Member might have to the effect that these were high-grade seeds; but somebody converted them to low-grade seeds.

Question No. 526

MR. SPEAKER: Mr. Ekidor is not yet here! Let us move on.

POINTS OF ORDER

MR. MUTHURA: On a point of order, Mr. Speaker, Sir. I am rising on a point of order in connection with the problems that hon. Members are experiencing in the Members' Television Room. As of now, you cannot ring any of the offices in the country, unless you go through the switchboard.

(applause)

Even when you book a call to Afya House or Sheria House, it takes 20 or 30

MR. MUTHURA (CTD):

G.3....6.10.87

minutes before you get the line. I was wondering whether something is being done to solve that problem. A lot of Members had a lot of problems this morning when we came here, and we wanted to ring various offices in the town.

(~~applause~~)

MR. SPEAKER: Order! The relevant Committee of the House is there. So, it <sup>is</sup> better to start from there, and then we see what is lacking, or what is making things difficult and what can be done about it. But if you are asking what can be done now, I think you are asking too much too quickly.

MR. MUTHURA: Thank you, Mr. Speaker, Sir.

END G....

MR. ABUYA-ABUYA: On a point of order, Mr. Speaker, Sir. In view of the fact that this problem has affected hon. Members and they cannot operate because they have <sup>to go to</sup> to get Departments like the National Social Security Fund (N.S.S.F.) and so on, would I be --

MR. SPEAKER: Order, hon. Abuya-Abuya! We have already known what is required. So, there is no point in making a debate out of it now at this stage. Next Order.

COMMITTEE OF SUPPLY

(Order for Committee read being Seventh Allotted Day)

MOTION

That Mr. Speaker do now leave the Chair

Vote 14 - Ministry of Transport and Communications

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Speaker, Sir, I beg to move that Mr. Speaker do now leave the Chair. The Development and Recurrent Votes of the Ministry of Transport and Communications have grown with the years since 1963, and right now, as I stand in this House, we are seeking approval for a sum of some K£85 million to enable us to go about our activities; some of them of development and others of recurrent nature.

Mr. Speaker, Sir, we have different sections in the Ministry and Departments. Some of them are very major, and for that reason, I will refer the hon. Members, who would wish to know in details about development programmes of the Corporations belonging to the Ministry, to their respective Development Plans. For instance, the Kenya Ports Authority have their own Development Plan for the next five years which runs concurrently with the Government Development Plan. Also the Kenya Airways Corporation has the same. The Kenya Posts and Telecommunications has the same. The Kenya Railways Corporation has also the same. Therefore, I shall not go into details of how these Development Plans of these Corporations are achieved.

Mr. Speaker, Sir, major or most of our activities in the Ministry do surround the road construction and development.

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Contd.):

The Ministry spends a lot of money in developing or constructing and reconstructing roads throughout the Republic. It is the aim of the Government and, in fact, it is the declared policy of the Government, that all roads will be tarmacked. All roads will lead to market areas, tourists and other areas which benefit, or which bring benefit to the country. If you bear with me, on my right-hand-side, I think there is too much noise going on. Can you request hon. Members to give us time to go on with business?

Mr. Speaker, Sir, it is for that reason that the Ministry is seeking these Development and Recurrent Funds so that we may be able to operate and provide what is required of us by the members of the public. In achieving our aims, we do so through various organisations within the Ministry. For instance, we have the Roads Department which is charged with the designing, construction and supervision of roads thereof. We have also a Department which deals with roads maintenance. We also have a Department which deals with materials, aerodromes, staff training and so on. This Department of Training has been doing a very good job over areas which require urgent attention when money have been provided for. It is a very useful organ within the Ministry. Then we have the Civil Aviation Department which does with exactly what it implies. I dare say here, Sir, that all those members of staff, particularly those who are appointed to head these very important organisations and corporations, are done soon merit; nothing tribal, nothing to do with friendship, and nothing to do with anything else other than merit and ~~professionalism~~ professionalism. I am happy hon. Mwachofi is in agreement with that.

Mr. Speaker, Sir, 1987/88 Financial Year, we will see, within the Ministry, construction of more new roads that are based on the priorities given to the Ministry through the district development

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Contd.):

committees (D.D.C.) of the various districts of the Republic. Now, those projects have their funds voted and the D.D.C.'s do give us their priorities. In some cases, you will find that Constituency Members of Parliament go to the Ministry or plead with the Ministry that such-and-such a road be done: "Can this road be tarmacked?" We may be able to do so, but we do so subject to the recommendations by the D.D.C.'s. <sup>and</sup> Of course, ~~again~~, subject to money being available.

Mr. Speaker, Sir, it is important that we do develop these roads. It is also important that hon. Members of this House do agree and understand that the rate or the demand for new roads far exceeds the money provided for this development. Not only that. When we do put up new roads in the Republic, one of the major areas we have to get concerned about is the area of maintenance. I am happy to point out here that some of the donors have come up with a request that when we fund a road we should also think in terms of its maintenance. This is because when a road has been done and completed, maybe after two or three years it will require regular maintenance, as all hon. Members know. Therefore, I can here give the example of the recently constructed road traversing Embu and Meru. It is commonly known as "Thuci-Nkubu Road" which has been funded on a grant basis by the British Government. They have also agreed to provide maintenance funds for it. If, for example, those hon. Members coming from the North-Eastern Province <sup>would</sup> stop somewhere like Isiolo and look at that road, Isiolo-Nanyuki, they would notice that that road needs complete reconstruction. If hon. Members would look from Kakamega westwards, that road is also in that serious condition, and a very many roads are of that nature. We are now in the process of negotiating for funds, and we hope that we will be able to get some donors who will be generous enough to come to our assistance. The money we are asking for here ~~new~~ <sup>meant</sup> are funds to meet our Development and Recurrent Expenditures.



## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Ctd.):

Mr. Speaker, Sir, it is important that roads, and this is why we base our implementations from the recommendations of the district development centres (D.D.C.), are maintained. Some roads, for example, between here and Emali or Loitokitok which are in a very productive area, have been ignored for years and ~~ye~~ years. The slopes of Mt. Kilimanjaro are very productive and we can ~~grow~~ grow beans, onions, peppers and many others there. These items must reach the market. Those items must be sold so that the economy of the area and for that matter the economy of the country is strengthened. It is unfortunate and I restate that we cannot provide all the services that are expected from us. We cannot provide all the roads; we cannot even repair all the roads which need repairing immediately; and we ~~cannot~~ cannot open up new roads. All we can do is ~~to~~ go within our provisions which are before this House.

Mr. Speaker, Sir, the roads as already evidenced ~~are~~ are very badly potholed. It is unfortunate that the road users, especially those who use heavy equipment have not heeded our advice against over-loading. It is also unfortunate that we do have to keep reminding members of the public of the need to maintain funds for construction and maintenance. Our maintenance Vote has been reduced considerably. ~~Last~~ Last year we had estimated to spend K£8 million, but this year we ~~only~~ are only having something like K£ 3.6 million which literary ~~covers~~ covers half of the maintenance Vote. I would, therefore appeal through you Mr. ~~the~~ Speaker, to the members of the public and the road users that we as the Government have decided that we are going to re-introduce the weigh bridges all ~~the~~ over the country in an attempt to curb over-loading by our reckless road users. Earlier on when we suspended weigh bridges, we were used to seeing them stationed at an obvious place for example, Naivasha, Gilgil, Busia or Mariakani. This is not ~~going~~ going to be the case this time. We have been able to get mobile weigh bridges and, therefore, the ones we are

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd):

going to use are going to be stationed temporarily at points which we may decide at random. Therefore, we are going to have one weighing bridge for random checking and that is all. So after defecting overloading even by one vehicle, then we can move that weigh bridge to another station, maybe to another province or to another district. That means we have enough equipment to carry out spot-checks across the country so that within one or two days we will be able to know whether the regulations and rules are being followed.

Therefore, Mr. Speaker, Sir, I would like to appeal to our people through you, to ensure that overloading is brought to a minimum.

END \*I...

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd.):

Mr. Speaker, Sir, when I say that, I have in mind the heavy transporters like the Coast Hauliers and Yusuf Transporters et cetera, on the Thika road. Eventually, we are going to move heavy transportation from roads to railways. The Kenya Railways Corporation should be able to help. For that reason, the Government is investigating on ways and means of making the Kenya Railways Corporation more competitive than it is today. We are not comfortable because we do not have the capacity of the equipment we would like to have. We are short of locomotives, wagons and the line itself. God willing, we should also be thinking along the lines of establishing a second railway line between Mombasa and Nairobi and, eventually and finally, on to the border at Malaba. It is important that the Kenya Railways Corporation gets all the support we can give it.

At this juncture, we have been fortunate because the International Development Association (I.D.A.) has agreed to make available to the Kenya Railways Corporation an amount of \$28 million towards that development. Once equipped, we should see the re-generation of our economy moving towards the right direction. That also goes for the Kenya Ports Authority, where we intend to obtain loans to help us reconstruct the Port. That is one of the very viable projects of the Government and one sometimes wonders why when a project like that one needs to be revitalized, because it only needs revitalization for the good of this country and its economy, the hon. Member for Butere is not thinking along with us. I hope he will think along with us because this project requires urgent attention and concerted efforts and a lot of support because right now, we are facing competition. We are not afraid of competition but we are facing competition between us at the Port of Mombasa and

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd.):

Dar es Salaam, Beira and other ports further down. I believe it is upon us, as a nation, to seize the opportunity <sup>to be</sup> <sub>in the forefront,</sub> providing facilities which are not otherwise available at the ports of Dar es Salaam, Beira and further south. Therefore, I shall only plead with the hon. Members that when it comes to discussing that particular item, we shall get the support necessary for the Government to guarantee the loan.

Right now, the Port is dilapidated because some of the structures we are talking about here are 50 or 52 years old. Do we wait until the structures collapse? I am sorry to say that some of the big liners have now started diverting their ships for fear of using these very old facilities and, thereby, either losing lives or their ships. It is for that reason that I expect hon. Members to agree with the proposals put here by the Minister for Finance, on behalf of the Kenya Ports Authority and the Ministry of Transport and Communications, that we do approve the borrowing by the Kenya Ports Authority. These things are not done on tribal or individual basis - not on personalities; they are done on merit and professionalism itself.

Mr. Speaker, Sir, I would like to appeal to the members of the public, through you, to be more reasonable in the way they use roads. Every time one comes to this House, he hears of a crash involving a bus, matatu or lorry. We have done the best we can. The House has enacted laws which should be followed. It is unfortunate and unexplainable that even after passing the Traffic Amendment Act of May, 1985, accidents seem to be on the increase, and not decreasing. I shall plead with <sup>you</sup> Members of this House that we should educate our people - matatu users and operators. The matatu operators should be more reasonable.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd.):

They should know that they are carrying human beings. Practically every third accident on our roads involves a matatu. I do not know whether it is because drivers have not had enough experience, in spite of the Government saying that we shall require drivers to obtain their certificates at the age of 21 years, but it is unfortunate that we have been experiencing an upward surge of accidents even though we have passed laws and amendments have been enacted.

Mr. Speaker, Nairobi is notorious; the Nairobi-Mombasa road and the Nairobi-Eldoret-Kakamega road are also notorious for accidents. I dare say that when members of the public and hon. Members of Parliament face these road users and tell them they are not helping the country and their passengers, and that if anything, they are going to kill them, as they are now doing, then road accidents might decrease. We want to educate these people through all kinds of media so that we preach better use of our roads. It is through all institutions we go to that we should educate these people so that we can arrest this situation. Otherwise, it is so-and-so who has been crashed today, and tomorrow it will be you and me. Therefore, I would like to say that this is not the role of the Ministry of Transport and Communications, the Registrar of Motor Vehicles or the Police alone; it is the role of any well-intentioned Kenyan to see to it that nothing continues to take the very valuable lives out of our families, out of our homes, and from among our friends.

END J.

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd):

Mr. Speaker, Sir, I do not want to repeat what I have said before, but the Ministry of Transport and Communications is grateful for all the support we have received from time to time from hon. Members. I dare say that some of the issues raised in this House may require resources going beyond our capability to provide, but we do take care of those requirements through the normal budgetary exercises. I also look forward to continued support from the hon. Members and from this House.

Mr. Speaker, Sir, I beg to move.

THE ASSISTANT MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (Mr. Mwicigi): Mr. Speaker, Sir, I would like to second the Minister's Vote. He has done a very good job to explain the problems and what the Ministry is trying to do. To run a Ministry of such a magnitude with so many demands, there must be a lot of problems and above all when there is a limited amount of money to use because each Ministry has its own share of the national cake which has to be shared according to the needs and demands of each Ministry and that is what he is doing. We thank him for that. I would also like the Minister know that there is a lot to be done in that Ministry. Officers from his Ministry are here in large numbers and we know that they are taking their Vote very seriously. There are many roads which require to be constructed; while constructing very good roads, you have to think very seriously about the maintenance of those good roads. The Minister has mentioned about the problem of pot-holes which are many and if they are not sealed, they get worse and may cause accidents on our roads. So, something must be done to minimise them or make sure there are fewer pot-holes on our roads to make motoring easier.

THE ASSISTANT MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (Mr. Mwicigi)(Ctd):

There is also something, which I believe the Ministry is going to give a very serious thought; this is where there are bottle-necks. Roads should be constructed without any delay. When you take Nairobi-Isiolo-Garissa Road, for example, there is a section which has, perhaps, the highest traffic in the whole of the Republic. It has been waiting for a dual-carriage road for a long time. It has even been mentioned in my presence by His Excellency the President once or twice. The section in question is that small section between Thika and Makutano which is about four kilometres. There are a lot of accidents on that road and most of them occur within that small section. Survey and estimates have been done and we believe when the Ministers will consult his files, he will see that the users of the road have been complaining about this section. We hope that he might consider budgeting for a dual-carriage way for this road because it has taken long. While he is looking into that problem, I would like to remind him that there is also a nother road which is not tarmacked. It is required to be made an all-weather-road. The road in question is Njabini/Gatura road which passes through a forest. There is an existing road here which was murramed once, but the murram has now been washed out by the rain. If this road is maintained, it would assist people who move from various areas in Central Province because they would not need to pass through Nairobi.

END K...

THE ASSISTANT MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (Mr. Mwicigi)(Ctd.)

There are other easier routes they can take and this can also bring about improved communication resulting into a lot of trade and commerce between these areas. Mr. Speaker, Sir, when we are talking about roads, we cannot leave out the question of bridges. At the moment, there are quite a few bridges which require attention. Even if a road is very good and it has no bridge, <sup>it</sup> ~~that~~ road does not serve any useful purpose. This is because vehicles cannot cross to the other side. Mr. Speaker, Sir, I feel that the Ministry should place its priorities where they are required. The Minister something about mentioned/railways services. As we know the railway is the carrier of heavy goods, industrial and otherwise. The railway-line exists but what is not there can easily be replaced because when Kenya borrows money from overseas countries and <sup>from</sup> elsewhere, we always repay. Therefore, I do not see why we cannot borrow money to maintain the railway/ and replace what is missing, so that we do not have to have too many <sup>Obstacles</sup> ~~obstacles~~ holding back development just because when ships bring goods to Mombasa, there is no way of bringing those goods to Nairobi.

Mr. Speaker, Sir, I agree with what the Minister said about the matatus. Various regulations have been made to make sure that <sup>we</sup> ~~the matatus~~ reduce the rate of accidents on our roads. However, let us accept the fact that without matatus today, there is no way in which people can travel from the rural areas to the urban areas. The m\_atatus have done a very good job in that they have made the people mobile throughout the Republic, although they have suffered quite a lot. I think they get worse publicity than they deserve. When it comes to insurances, the way the matata owners are told to pay for these insurances, is like telling them that they should not operate



THE ASSISTANT MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (Mr. Mwicigi)(Ctd.)

their matatus on the roads. However, if these matatus ~~are~~ do not operate, a lot of other complications would arise. So, I think that we should be a little bit lenient on the matatus <sup>by helping their</sup> ~~and we should help the matatus~~ owners.

If it is a question of having experienced drivers, we can make a regulation requiring the drivers to have as many years driving experience as we require them to have. However, let us look for ways and means of helping these matatu owners.

Finally, Mr. Speaker, Sir, I have always wondered whether vehicles are not over checked. When I am going to my constituency from Nairobi, I find that within a distance of 40 kilometres, or between here and Thika, sometimes there are three or four different <sup>police</sup> roadblocks. ~~and~~ <sup>At</sup> each roadblock, the vehicle is examined and thoroughly looked at and at times you see the police and the driver having some kind of conversation. After that when the vehicle goes to the next road <sup>block</sup> the same exercise is repeated on the same vehicle. If there was something wrong <sup>with</sup> ~~on~~ that vehicle, could the first roadblock really not sort out the problem instead of the vehicle being subjected to another re-examination at another roadblock almost after every ten kilometres? All these roadblocks are different and I feel that this is something which the Minister can look at and help the passengers to reach their places of work in good time, instead of having to pass through so many police checks on the roads.

With those few remarks, I beg to second.  
(Question proposed)

THE ASSISTANT MINISTER, OFFICE OF THE PRESIDENT (Mr. Maiyari):

Thank you very much, Mr. Speaker, Sir, for giving me this opportunity to support this Vote. Indeed, the amount of money ~~that~~ the Minister is requesting is not a large <sup>one</sup> ~~amount~~ of money considering the problem of transport

THE ASSISTANT MINISTER, OFFICE OF THE PRESIDENT (Mr. Maiyani)(Ctd.):

in this country which is fast developing. In deed, I am saying this because of the problems in the rural areas which now need attention. because we need to develop businesses and industries in the rural areas and stop the young population from coming to Nairobi, Kisumu, Mombasa or <sup>to</sup> other large towns to look for employment. We would have developed many places if we had good roads. I am saying this with a bit of selfishness because Mukurweini in written letters and Nyeri District is hard-hit in this road transport problem. I have spoken to officers, both in the Ministry's Headquarters and in the province emphasizing the need to tarmac the road from Mukurweini to Sagana.

AN HON. MEMBER: Do you have copies of those letters?

THE ASSISTANT MINISTER, OFFICE OF THE PRESIDENT (Mr. Maiyani):

Yes, I <sup>do.</sup> have. This road has been <sup>and</sup> designed/ surveyed and the only problem is lack of money and this is why I am supporting this <sup>Vote</sup>. So, when the Minister sits with his officers to allocate this money, I would like to appeal to him to <sup>include</sup> allocate money to this road. Mukurweini would <sup>be enjoying</sup> enjoy railway services had it not be for an old chief of that time who felt that the <sup>shrinking</sup> noise made by the locomotive engine when moving would bring bad spirits <sup>to</sup> to Mukurweini and scare men, goats and cows. I am not saying that this is the case today and, therefore, I would like to beg the Minister to consider this road which is very short. It is about 24 kilometres from Mukurweini to Sagana. When this road is completed, it will shorten the distance from Othaya to Sagana and from the north/eastern part of Murang'a to Sagana; from Aguthi and <sup>Thigingi</sup> Gathigi locations where most of the coffee produced in Nyeri, and northern part of Muranga, would be transported to Sagana via this very short distance. Today, Mukurweini, being the southern part of Nyeri, is only about three kilometres to Sagana. However, coffee is transported from that place to Karatina and then down to ~~again~~ Sagana, which makes is very expensive and

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THE ASSISTANT MINISTER, OFFICE OF THE PRESIDENT (Mr. Maiyani)(Ctd.):  
money-wasting on part of the coffee farmer. We know that the economy

of this country is mainly backed by coffee and tea from Othaya and other  
~~and it~~ <sup>which</sup> parts of Nyeri. <sup>h</sup> would be very conveniently transported to Nairobi

through this road. The distance would be much shorter and, therefore, I  
am begging the Minister, with all due respect, to consider <sup>seriously</sup> tarmacking this  
road. My people in Makurweini, and in the entire Nyeri <sup>Population</sup> Province would be  
very grateful; indeed, if this road was tarmacked.

With those few remarks, I beg to support.

END L

*[Handwritten signature]*

NP.
 MRS. ASIYO: Thank you very much, Mr. Speaker, Sir, for allowing me to contribute to this Motion. Mr. Speaker, Sir, for Transport and Communications I would like to congratulate the Ministry/for having ~~passed met~~ <sup>of</sup> the challenges that most/their departments and the corporations which ~~are under that Ministry have faced~~ <sup>used to have</sup> so well, and ~~coped coped~~ <sup>up with</sup> very well. We know that a lot remains to be done in almost every department and almost every corporation, but I think all of them have tried very hard in the first year. It is for this reason, that I stand to support the allocation of these funds to the Ministry.

Mr. Speaker, Sir, I also wanted to thank the Ministry ~~of Transport and Communications~~ for having started the Paponditi Kendu Bay road which have been discussed for many years. We see <sup>the work is now started and</sup> that everybody is very happy in that area. We are also very grateful to that same department for having built the Ongethe bridge which has been a killer in central Karachuonyo for many years. ~~The bridge is now complete and~~ everybody in that area is very happy. There are very many good things that this Ministry has done, especially <sup>on provision of</sup> telephone ~~services~~ <sup>services</sup> as well as the provision <sup>of</sup> Post Offices, in many parts, ~~not~~ only in Karachuonyo, but also <sup>in</sup> other parts of this country. I would like to <sup>all</sup> appeal to this Ministry to ~~to~~ establish post offices in/the markets so that people - especially old people do not have to ~~wa~~ walk for long distances to post letters or buy stamps.

Mr. Speaker, Sir, we know that communication is a real basic requirement for economic development and especially rural development really depends upon activities such <sup>as</sup> opening <sup>up</sup> of the minor roads to markets, to primary or secondary schools, to fish beaches along the lake, to health centres and so on.

MRS. ASIYO (CTD.):

Now, this is one area which is still lacking especially in my Constituency, and, I therefore, wanted to appeal to the Minister for ~~Transport and Communications~~ to think about areas such as South Nyanza district, which, for example, <sup>forms</sup> is 48 per cent of the Nyanza Province. If the same allocation that is made to Siaya, Kisumu or Kisii is given to Nyanza Province, it <sup>is</sup> going to be almost impossible in terms of personnel, ~~in terms of~~ machinery, and ~~in terms of~~ the volume of work. For these people to do their work well, I think the Minister should consider posting more road engineers <sup>to</sup> South Nyanza District because it <sup>covers</sup> is almost half of the Nyanza Province, and he should give more funds for projects in that particular district because it is a much bigger district than these other districts. He should also give machinery especially roads construction machinery.

Mr. Speaker, Sir, most of the roads in South Nyanza District are not <sup>good</sup> built. We know of many districts in this country where most roads have been well built, ~~they are~~ <sup>made</sup> tarmacked roads ~~they are~~ all ~~in~~ weather including the minor roads. The Minister should now be able to move these machineries from the so called developed districts to the under developed districts such as the one that I am referring to .

(Applause)

~~The disparity is too wide,~~ the disparity between the poor districts and the rich and potential districts is too wide. We need to communicate just like <sup>people in other</sup> any districts and ~~any other people~~ in this country, <sup>so</sup> the Minister will have to reorganise his priority in accordance with the requests from the district development committees.

MRS. ASIYO (CTD.):

Mr. Speaker, Sir, now, there is a need to tarmac the Kendu Bay Oyugis road. This is only a 20 kilometre road. In the 1980/81 Financial Year, there was a £10 allocation which was indicative of the interest that the Ministry had <sup>on the road,</sup> We do not know where this £10 <sup>gone to.</sup> ~~disappeared to~~ so I would now like to appeal to the Minister to think of allocating funds to this very important road. There <sup>are</sup> also some minor roads which are very useful in Karachuonyo, like D219, E213 and E1028. These are roads which lead from the lake to the upper areas where the markets are. The fishermen cannot readily transport their fish from the lake to these areas, and most of the times the fish gets rotten before they reach the markets and this is a very big loss to people whose economy almost entirely depends ~~on~~ on fishing.

(END.....M)

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MRS. ASIYO (CTD.):

Mr. Speaker, Sir, there is a very important bridge called Samba which connects Kabondo/Kasipul and Karachuonyo. This bridge is important in that the fishermen who have to take their fish from the lake to ~~the~~ Oyugis have to go all the way up to Kendu Bay before they can get matatus to Oyugis Market. I, therefore, want the Minister to ~~the Minister to~~ think about the Samba-Orinda Bridge in East Karachuonyo.

Mr. Speaker, Sir, other areas where a lot of good work has been done are the railways and harbours, but we want to appeal to them to do something better this ~~season~~ <sup>time</sup> so that their work can be seen. We have not seen any new railway line in our area since Independence, and we do not know what is happening. So, the areas of railways and harbours must expand physically and also expand services. For instance, we should now have trains going to Kisumu and Mombasa, leaving after every six hours because there is demand. The Kenyan people have become mobile and they are going everywhere; we have a young generations composed of people who are always going round to look for jobs and to do trade. Unless, therefore, we have a sufficient system of transportation, our small-scale businessmen who can only use ~~the~~ trains, buses and matatus are going to be hit hard. I want to thank the Kenya Railways Corporation for facelifting the Kendu Bay Station, and I want to appeal to the Minister to urge them to build a station at Miti Mbili as well as Sondu Bay in Karachuonyo because this will make the transportation of people, fish and livestock much more easier and convenient to the people in that area. I just wanted to commend the Kenya Railways and Harbours Corporation for having the cleanest of offices in Nairobi. Those people who go round Government offices and elsewhere know the type of stench they find, especially if the toilets are adjoined to the offices. I want to urge ~~the~~ hon. Members of Parliament to go round and see the offices of the Kenya ~~Railways~~ Railways because that Coporation has really set a good example. I think the Minister for Health should visit the Kenya Railways Offices and have a look so that ~~they~~ <sup>the</sup> can learn to be a little bit healthier at their headquarters.

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

6.19.87.

MR. KILIKU: Thank you very much, Mr. Speaker, Sir, for giving me this opportunity to contribute to this Motion. First of all, I would like to thank the Minister for ~~Health~~ <sup>Transport And Communications</sup> for the good job he is doing. When I say this I am not pretending. It is because the Minister for Transport and Communications does not rely on ~~XXXXXX~~ information from his officers in the fields. One of the weaknesses of our Ministers is that of relying on the information they get from their field officers without going to see exactly what the officers are doing. The Minister for Transport and Communications has been going round the country; we have been hearing and seeing the Minister going round checking on what his officers are doing, and that is why I sincerely thank him.

Mr. Speaker, Sir, having said that, I must also thank the Ministry of Transport and Communications for establishing the Kenya National Shipping Line. As you know, the Government has been promising this House that ~~such a~~ <sup>Shipping</sup> Line would be established since the collapse of the defunct East African Shipping Line on the 27th of March, 1980. Although the start is good, I do not think the practice of buying space on ships is good. I do not know whether we are going to benefit from such an arrangement as we expected because when you buy slots on ships you cannot employ ~~an~~ your people. The best method to run a shipping line is to buy our own ships so that we can benefit as a marine country. As a marine country, we are supposed to get 40 per cent of the <sup>export</sup> foreign earnings and another 40 per cent of the import ~~export~~ foreign exchange earnings. The remaining 20 per cent is what we can compete on. Why should the Ministry plan to be buying slots rather than buying our own vessels? It is better to buy our own vessels so that we can employ our own people. Today we have more than 2,000 seamen ~~x~~ who are unemployed. We have marine officers and chief engineers who ~~x~~ were working with the East African National Shipping Line and who are now underemployed; they are working with the Kenya Ports Authority although they were not trained to work there. Those ~~xxxx~~ people were trained to work in deep sea-going vessels. In fact, they were ~~ix~~ trained for more than 10 years. It is not good to have a seaman who has been trained for 10 years working on a tug. Those officers must be utilised, and they cannot be properly



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MR. KILIKU (ctd.):

utilised unless we have our own ships.

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Mr. Speaker, Sir, I appreciate that the Government has invited Unimach Company of West Germany, but they must be careful with that company. This is the same company which was running the East African National Shipping Line. The Government must, therefore, be very careful with this company because it might benefit more and make the Kenya Shipping Line lose.

Sir, having thanked the Minister for the good job he is doing, I must also pinpoint some weaknesses. When Magongo road was tarmacked, we were very happy with the Ministry of Transport and Communications. But that road did not last for more than two months. When I investigated the cause of the deterioration of the road, I was told that the contractor was given wrong specifications; he applied the wrong materials which were not meant for the road. Why should the Ministry allow a contractor to use the wrong materials to construct a road like this where a lot of money was used? When I asked ~~the~~ a Question in this House, an Assistant Minister for Transport and Communications promised this House that the road would be repaired. However, up to this moment, nothing of that nature has been done. I, therefore, do call upon the Minister to do something to this road. The condition of the road is even worse than it was before the road was tarmacked.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): On a point of information, Mr. Speaker, Sir. The answer which was given to the hon. Member was correct and still stands the same, that after this exercise of allocation of money, the work ~~would~~ would be redone.

MR. KILIKU: Thank you very much, Mr. Speaker, Sir, for what the ~~the~~ Minister has said.

I will leave the issue of Magongo road and touch on the condition of roads such as Mogandishu, Zanzibar, Dar-es-Salaam and Shimanzi in Shimanzi area. Those are very important roads because they are the ones which connect Mombasa Port and Mainland. If you go there - and I request the Minister to visit these ~~pr~~ places next time he goes to Mombasa - you will find that Shimanzi area fills up with

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MR. KILIKU (ctd.):

"swimming pools" and the roads become completely impassable. I do not know why the condition of these roads ~~which~~ should be left like this when, in fact, Shimanzi is an industrial place. When the Minister goes to ~~in~~ Mombasa next time, he should go to this place and find out whether we are talking the truth.

Mr. Speaker, Sir, I want to thank the parastatal bodies under the Ministry of Transport and Communications, especially the Kenya Ports & Authority, for doing a very good job. In fact, the Kenya Ports Authority has been employing people without any form of ~~in~~ discrimination. This is the kind of attitude we want all corporations to adopt of ~~x~~ employing all Kenyans without discrimination. I was working with the Kenya Railways Corporation and I, as the hon. Member of Parliament for the area where the Kenya Ports Authority is situated, I know that the Authority has been employing people without discrimination.

END..... N. 

MR. KILIKU (ctd);

All other parastatals should follow the example which has been set by the Kenya Ports Authority because it is a good example.

In ~~xxx~~ conclusion, Mr. Speaker, Sir, I would like to say that for the last two weeks I have been travelling to Mombasa by air and I have witnessed one very important thing which the Minister for Transport and Communications should take note of. It is very un-economical to fly the Airbus from Nairobi to Mombasa with a quarter capacity. You can go to the Airport hoping to fly in a Boeing 707 <sup>but</sup> you are told that the plane cannot fly because of technical problems. Do we not have smaller aircraft which can *carry* a small number of ~~passenger passengers~~ passengers instead of flying the Airbus from Mombasa to Nairobi when it is almost empty? We cannot run our airline like that. That is why we are losing money.

I also thank the Kenya Posts and ~~Tele~~ Telecommunications *Corporation* for the good job they have ~~been~~ been doing. I think every district in this country will have <sup>Subscribers Trunk Dialling</sup> (STD) facilities in the near future. This is development. The Corporation has also installed telephone booths in my constituency. I urge them to continue doing that.

Mr. Speaker, Sir, my time is gone - although I have a lot to to say on this Ministry - and with those few remarks, I beg to support.

MR. MUTHURA: Thank you very much Mr. Speaker, Sir. First of ~~all~~ I would like to thank the Government through the Ministry of Transport and Communications and particularly the ~~Kenya~~ Kenya Posts and Telecommunications *Corporation*. This is because they have spread telephone services to nearly all urban areas in this country. If you go to some of the small ~~urban~~ market centres in the rural areas you will find that they have got telephone services. The queueing by wananchi is an indication that there has been a great need for telephone services.

Mr. Speaker, Sir, I must thank the Kenya Posts and Telecommunications <sup>Corporation</sup> for also improving the new Nanyuki Telephone Exchange. We have got more telephone lines and the wananchi are ~~enx~~ enjoying those telephone services. It was only yesterday when I visited the Site Camp at Naro Moru where the site agent told me that they will start the reconstruction of the killer road from Nanyuki to & Kiganjo which is a distance of 48 kilometres. A lot has been said about that road in this House. People from my constituency, and people from Isiolo and Marsabit districts are happy to learn that that particular road is going to be rec\_onstructed. But when that section has been done there will still remain that bit between Kiganjo and Sagana and the bit between Makutano and Thika. If these two sections are reconstructed this road from Nanyuki to Nairobi will be very nice. I ~~lx~~ hope that the Ministry will look into that.

Mr. Speaker, Sir, in one of the local dailies, last week, the Minister for Transport and Communications was quoted as having said that it was the wish and will of the Government that unnecessarily heavy ~~roads~~ <sup>loads</sup> should not be transported by road. It is a known fact that the Kenya Railways Corporation has no job. So, some of the goods being transported by road should be transported by rail. It is now called the Kenya Railways and not the former East African Railways ~~Corporation~~ Corporation. This means that whatever profit we make from the Kenya Railways will be for this country. The Minister for Transport and Communications is a Minister of action and I hope that he is going to act on this issue. The Ministry should fix a minimum ~~wing~~ tonnage of a load that can be ~~transport~~ transported by lorries on the roads. Kenya Railways is doing a good job. However there has been this long outstanding proposal to extend the Nairobi/Nanyuki railway line to Meru. I think we have been told something to this effect. All the goods from Meru <sup>to</sup> Nanyuki are transported by road. These heavy lorries play a major part in damaging our roads.

I, therefore, hope that the Ministry is going to look into this with a critical mind so that this railway line is ~~extended~~ extended from Nanyuki to Meru.

At the same time, many ~~ys~~ years back, there was a passenger train plying between Nairobi and Nanyuki. But now people from that side are crying. This is because the fares charged by matatu and bus operators are just too high. I believe that travelling by railway is cheaper than travelling by road. I, therefore, appeal to the Minister to ~~do~~ do something about this problem. I can see that the Managing Director of Kenya Railways Corporation is here with us today. Let him look into this matter with a lot of humanity. This is because wananchi are ~~as~~ crying for this service. The passenger ~~train~~ train service between Nairobi and Nanyuki should be reinstated. You cannot milk a cow which you are not feeding. The Minister is getting a lot of money from the road toll stations in this country. Let him ~~use~~ use that money to repair the roads through which this revenue is obtained. We know that there are three major ~~w~~ roads which have toll stations; from Nairobi to Nakuru, Nairobi to Mombasa and from Nairobi to Nanyuki. I ~~feel~~ feel that it will be unfair if the Minister collects all this money which amounts to millions and millions of pounds and fail to use the money to repair and maintain the roads ~~w~~ from which it has been collected. We are the people who pay this money.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Mr. Speaker, Sir. Is the hon. Member not misleading the ~~h~~ House when he talks about "millions and millions of pounds"? We collect only KShs. 3 million <sup>every month</sup> from the road the hon. Member has just referred to.

MR. MUMIURA: Mr. Speaker, Sir, if they collect Shs.3 million per month from that road then it amounts to Shs.36 million per year. How much do they collect from the other two roads. It amounts to millions and millions of shillings. So, the Minister should use the little money he collects to repair and maintain those roads.

Every day we read about deaths caused by road accidents ~~on our roads~~ and I am happy the Minister has mentioned this. What is the Minister, and the Government as a whole, doing to reduce these deaths? This is because road accidents are claiming more lives than ~~am~~ diseases. I think doctors should look into this problem critically. This is because we are losing a lot of lives on our roads. A way of ~~still~~ alleviating these deaths should be ~~found~~ found.

Mr. Speaker, Sir, sometime this year it was reported in the Press that drivers who were carrying bogus insurance covers on their vehicles had been arrested. If this is the case then the situation is extremely ~~dangerous~~ dangerous. If this would happen to a matatu operator who ~~is~~ would have a bogus insurance--- We know what would happen. If this matatu or bus is involved in a road accident there will be nobody to pay for the loss of lives and for the injuries. I think the question of insurance for these passenger vehicles should be scrutinised so that we do not have anything of that kind. We know that this is a very dangerous game.

With these few remarks, I beg to support.

END

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THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Nassir): Asante sana, Bw. Spika, kwa kunipa nafasi ili niyaseme yangu machache. Ningependa kusema kwamba Hoja hii ilikuwa haifai hata kuja hapa hasa kwa sababu ukweli uliopo unaonekana wazi. Mungu mwenyewe anajua kwamba kazi ya Wizara hii inafanywa na Waziri mmoja tu na Katibu wa Kudumu mmoja tu. Hata kama wangeteuliwa Mawaziri wengine watano, sidhani kama wangepanya nusu ya kazi inayofanywa na Waziri huyu pamoja na Katibu wake wa Kudumu. Waziri na Katibu wa Kudumu hawa wana kazi nyingi, na ni kawaida kwa mwenye kazi nyingi kuonekana/makosa mengi. Hii ni kwa sababu anafanya kazi; kama angekuwa hafanyi kazi, asingonekana/makosa. Mtu mwenye kukaa nyumbani tu, hataonekana makosa yake kweli? Lakini ikiwa mtu anafanya kazi, ni kawaida kwake kuonekana/makosa. Kuhusu Wizara hii, ni lazima tumshukuru Mtukufu Rais kwa kumteua Bw. Waziri pamoja na Katibu wake wa Kudumu. Ukweli ni kwamba wanafanya kazi ya Wizara tano katika Wizara hii moja. Shirika la Ndege la Kenya linahitaji kutazamwa na Waziri mmoja peke yake, na vivyo hivyo ndivyo yanavyohitaji kutazamwa Mashirika ya Reli, Simu na Mawasiliano na Bandari. Ni wajibu wetu kuzungumza juu ya kila Hoja inayoletwa hapa.

Ninavyofahamu tangu niingie katika Bunge/wili miaka 12 iliyokwisha sasa, ni kuwa Wizara hii imeyakuza sana Mashirika ya Reli, Bandari na Ndege. Tunawatolea sifa Wanakenya hawa wetu. Ikiwa hatuna ukabila—

MR. MWACHOFI: Jambo la nidhamu, Bw. Spika.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Nassir): Ni wivu gani huu ulio nao? Sema basi utakavyo.

MR. MWACHOFI: Bw. Spika, Kamuni za Bunge zinahitaji Mbunge atumie lugha moja tu kila mara. Sasa mhe. Mbunge anayezungumza anasema, "Wizara ime-improve Mashirika ya Reli." Maana yake ni i nini? Si ingefaa azungumze aidha Kiswahili au Kizungu?

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Nassir): Kama kawaida, Bw. Spika, kuzungumza ni rahisi kwa sababu kunahitaji tu ufungue mdomo. Kwa hivyo, ni lazima tuwe na watu kama yule katika Bunge ili tupate kucheka wakati mwingine. Hatuwezi kuwa na hasira wakati wote, na ni lazima tuwe na watu kama yule.

MR. SHIKUKU: Jambo la nidhamu, Bw. Spika. Ni haki kwa mhe. Nassir kusema, "Watu kama yule" na hali yule ni mhe. Mbunge wala siye mtu tu?

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Nassir): Bw. Spika, nimesema kwamba ni lazima tuwe na waheshimiwa Wabunge kama yule katika Bunge hili. Ni lazima tuwe na waheshimiwa Wabunge kama huyu mhe. Shikuku hapa ili tupate kucheka na tusiwe tukiondoka na hasira hapa kila mara. Wabunge hawa wanatuchekecha kidogo nasi tunachekecha kwa furaha.

Nilikuwa nikizungumza jua ya faida ambayo Shirika la Bandari la Kenya limeingiza katika <sup>Reli</sup> Kenya leo ili kuisitiri Kenya pamoja na Jumuiya ya Afrika Mashariki tuliyokuwa nayo hapo awali. Shirika hili liliweza kuisitiri Kenya kwa kutumia pesa ili kuyaeneza mambo mengi ya Serikali, bali halikuwa likitazama bills na invoices ndogo ndogo na kuuliza ni kwa nini zifanywe mara mbili bila kujua kwamba ikiwa meli tatu kubwa zinatajikana zinaweza kupatikana. Ni rahisi kwa mtu kuangalia suruali na fulana za mwenziye na kuona zina matundu wapi na wapi, lakini si rahisi kuyaona matundu yaliyomo nguoni mwake. Kuhusu Hoja hii, ninasema kwamba hata hatukuwa na haja ya kusema ni kazi gani zinazofanywa na mashirika haya, hasa wakati ambapo wanaotazama kazi hii na <sup>wenye</sup> jukumu hili ni watu wawili tu. Labda tungeomba Waziri huyu aongezwe Mawaziri Wasaidizi watano na kila Waziri Msaidizi apewe Katibu wa Kudumu mmoja ili wote wamsaidie Waziri kuiangalia kazi hii. Kazi ya Waziri huyu ni nyingi na inafaa tuwape nafasi waongezwe pesa hizi na nyingine zaidi kwa sababu chini yake ndipo tulipo na shirika la Serikali ambalo halikutuaibisha kama vile Kenya Meat Commission, Kenya Molasses <sup>Limited</sup> ~~Ita~~, na mengine yaliyofungwa. Mashirika ya Reli, Bandari na Ndege yametutunzia heshima yetu kote ulimwenguni, na ninapomsikia mtu akisema kwamba ameona ndege tupu ikisafiri kutoka hapa mpaka Mombasa, ninafikiria kumwambia kwamba anafaa kujua kwamba ndege kutoka Ulaya kuja huku hutumia pesa nyingi. Ninasema hivi kwa sababu kazi iliyopo ni kubwa na vifaa vya kisasa vinahitaji kumunuliwa.

Wakati mwingine tulipolipa gharama ya kununulia airbus, watu walipiga kelele, na nikajiuliza, "Tutaregea nyuma au tutakwenda mbele?" Ni kweli kwamba airbus hugharimu pesa nyingi, lakini ni lazima tuimunie kwa sababu tunakwenda



THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Nassir)(Ctd.):

mbele. Tutapata gharama hii, lakini watoto wetu watakuja kufurahia jinsi tulivyoandaa Kenya sasa. Ni rahisi kuyatafuta makosa ya kila aina na hapana ubaya wa kuyataja, lakini tunapoyatafuta makosa haya, hatufai kuwavunja moyo wale wanaofanya kazi kwa kuwasemea vibaya juu ya yale mazuri wanayoyafanya. Hata kama wafanyakazi hawa si wa kabila lako, kwa vile ni Wakenya tuliowapa daraja hili, hatuwezi kuwapigilia gumi chini. Ni kweli kwamba Waziri huyu anafanya kazi nzuri na inafaa tumtie moyo, lakini hatufai kuwavunja moyo watoto hawa wetu waliojitolea kufanya kazi katika nchi hii kila wakati huku wakiilinda kazi yao na kuhakikisha kwamba watu wameajiriwa kazi ya kila aina. Ninavashukuru Mameneja wa Mashirika ya Ndege, Bandari na Simu na Mawasiliano. Hata mtu maskini kama mimi anapata kazi, na ninamshukuru Mungu. Mahali kwingine kuna taabu. Tunafaa kukubali pesa hizi ziongezwe.

Kule Mombasa Kaskazini kuna taabu kwa sababu hata maofisa wa magazeti na wa Sauti ya Kenya hawafahamu kwamba barabara fulani huko iko chini ya Wizara ya Uchukuzi na Mawasiliano na nyingine ni ya Manispaa ya Mombasa. Maofisa hawa wakiona kwamba barabara iliyo chini ya Wizara hii haijatengenezwa, hupiga picha yake haraka na kuionyesha katika televisheni, huku wakisema kwamba Manispaa ya Mombasa haiitengenezi barabara. Lakini kwa sababu Serikali ni moja na ina hazina moja tu, tunayakubali yale yatokeayo katika magazeti na televisheni, lakini inafaa tuzitengeneze barabara zinazohusika na hazina ya Wizara hii. Waziri anafaa kuziangalia barabara hizi kwa sababu hupitiwa na magari mengi. Kama mwenzangu alivyosema, ambavyo hatuhitaji kurudia, barabara hizi ziko katika mawakilisho ambayo yalikuwa yake hapo zamani na pengine Mungu akipenda, yatakuwa mawakilisho ya mtu mwingine wakati huu. Mambo ya Mungu ni mengi. Katika mawakilisho yangu, mashimo ni makubwa sana katika barabara kule Shimanzi.

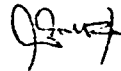
Kwa hayo machache, ningependa kuunga mkono sana.

MR. MWACHOFI: Asante sana, Bw. Spika, kwa kuniruhusu niyaseme machache juu ya Hoja hii. Kusema kweli, kama wengine walivyotangulia kusema, Wizara hii ni muhimu sana. Mambo ya barabara, usafiri wa angani na Mashirika ya Simu na Mawasiliano, Reli, Ndege na Bandari ni muhimu sana kwa nchi yetu. Hii ndiyo

MR. MWACHOFI (CTD.):

sababu tunatoa shukrani nyingi kwa Waziri kwa sababu amewaleta maofisa wake hapa kwa wingi. Hawa ni maofisa wakubwa wanaosimamia idara mbali mbali. Imani yangu ni kwamba maofisa hawa wameletwa hapa ili wayasikilize mawaidha yetu kwa sababu Waziri anautambua umuhimu wa majadiliano yanayoendelea sasa kuhusu pesa. Ninalosema ni kwamba jambo hili linatuonyesha kwamba Waziri anafahamu kwamba pesa hizi tunazozungunza juu yake ni za umma na kwamba Bunge hili peke yake ndilo lililo na uwezo wa kutoa ruhusa pesa hizi zitumike. Ni Bunge lili hili ambalo lina wajibu wa kuangalia na kuhakikisha kwamba pesa hizi zinatumika vizuri kwa niaba ya wananchi wetu.

END P



MR. MWACHOFI (ctd):

Bw. Spika, ikiwa ni hivyo, basi tunatoa shukrani kwamba wamefika hapa kutusikiliza. Ningependa kumuuliza Bw. Waziri <sup>ya</sup> asikilize kwa makini maoni yanayotolewa na wawakilishi wa wananchi katika Bunge hili. Hii ni kwa sababu tunapozungumza, hatuzungumzi kama watu binafsi bali tunazungumza kwa niaba ya wananchi wa nchi hii. Kuhusiana ha jambo hili, tunapoambiwa, kwa mfano, kwamba barabara fulani ipewe umuhimu na irekebishwe ~~au~~ istahabilishwe ili iwe nzuri zaidi, mawazo yanayofikiriwa kwanza ni yale ~~haya~~, kama tulivyoambiwa, ya kamati za maendeleo wilayani. Ni muhimu kwa Wizara kuelewa kwamba yale yanayopitishwa kule, yanayapitishwa Waheshimiwa Wabunge wakiwamo kama wanachama na wanapozungumza katika Bunge hili, wanazungumza kwa niaba ya wananchi. Ni muhimu mawazo ya wananchi kutiliwa maanani.

Bw. Spika, ingawa ninaunga mkono <sup>Wabunge</sup> wale/wenzangu wanaosema kwamba ni muhimu watumishi wa Wizara hii watiwe moyo, ninaendelea kutilia mkazo kwamba ni ~~muhimu~~ <sup>idava</sup> muhimu zaidi pesa hizi za umma kulindwa. Hawa ambao z wanasimamia hizi, wanawajibu wa kwanza kabisa, kuhakikisha kwamba pesa hizi zimetumika ipasavyo. Kufanya jambo lingine lclote <sup>Kando</sup> kabla ya hilo, ni kufanya Bunge hili kuwa kichekesho.

Wakati kulikuwa na mambo ambayo hayakuwa yakienda sawa katika Shirika la Posta na Simu— Wakati tulipokuwa tukijadili Hoja hapa kuhusu Auditor-General (Corporations) niliuliza ni kwa nini ripoti <sup>maalum</sup> iliyotayarishwa na Mkaguzi wa Fedha za Serikali ilikuwa haijaletwa mbele ya Bunge hili kufuatana na Sheria. Bw. Spika, ninashukuru kwa sababu ripoti hii ililetwa baadaye. Jambo la kushangaza ni kwamba, tangu ripoti <sup>hilo</sup> ilipoletwa, Kamati ya Bunge ya <sup>juu ya</sup> kujadili Matumizi ya Fedha ~~ya~~ za Serikali, yaani, wale Wabunge 10 au zaidi ambao hukaa kwa niaba ya Bunge hili na kuchunguza mambo haya na kuwahoji waliohusika, Baada ya wao kuandikia ripoti yao vizuri, jambo ambalo wangepanya ni kuweka ripoti juu ya Meza ya Bunge hili, tujadili, tujue <sup>Kamati</sup> kwamba

kulikuwa na makosa au la ili wale waliokosa warekebishwe. Kwa njia hii mali ya umma <sup>ingelindwa</sup> italindwa. Ni jambo la kushangaza, Bw. Spika, kwamba mpaka leo ripoti hiyo haijaletwa hapa na imechukua karibu mwaka mmoja. Hii ni aibu na kama haitaletwa, itakuwa ni kupuuza uwezo na wajibu wa Bunge hili. Ikiwa uwezo na wajibu wa Bunge hili utapuuzwa, basi itakuwa ni kuwapuuza wananchi wa nchi hii.

MR. SHIKUKU: Jambo la nidhamu, Bw. Spika. Ninayafuata yale yanayosemwa na mhe. Mbunge na ningependa atwambie ni ripoti gani na <sup>ya</sup> mwaka gani ambayo haijaletwa katika Bunge hili na ambayo ni kinyume cha mahitaji ya Bunge hili.

MR. MWACHOFI: Bw. Spika, ninafikiri hili ni jambo linalojulikana wazi. Kufuatana na sheria ya Exchequer, ikiwa <sup>Kuna</sup> ~~na~~ makosa katika idara au Wizara, Mkaguzi wa Fedha za Serikali, anatakiwa aandike ripoti maalum. Mwaka uliopita, alifanya hivyo kuhusu Shirika la Posta na Simu. Ripoti hiyo ilichelewa kuletwa hapa na ililetwa wakati tulipouliza Swali hapa. Kamati ya Bunge inayohusika <sup>likaa</sup> ~~haka~~, ikachunguza jambo hili na ikaleta ripoti hapa. Hatua ya mwisho ilikuwa ni ripoti hii iletwe hapa, Bunge hili ~~hili~~ jadili kwa jumla na litoke na uamuzi. Hii ndio sababu ninasema kwamba kutoletwa kwa ripoti hii <sup>ni</sup> makosa na kulinyima Bunge hili heshima. Ninamunga Waziri mkono wakati alipotaja —

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): On a point of order, Mr. Speaker, Sir. I would like to rise on a point of order here because since the time the hon. Member is referring to, we have had a law enacted in this House concerning the Auditor-General (Corporations) and the Controller and Auditor-General. The report which the hon. Member is referring to, ~~is~~ in my own view, should have been tackled by the Auditor-General (Corporations).

MR. MWACHOFI: Bw. Spika, ninamshukuru Waziri kwa kuniunga mkono kwamba ripoti hii ingeletwa hapa. Ni kweli <sup>Kulikuwa</sup> ~~ku~~ na mabadiliko ya sheria kama vile alivyosema. Kuhusu yale : mabadiliko ya sheria ya kuileta Idara

mpya ya Auditor-General (Corporations), tulipopitisha sheria hii, natukusema kwamba yale ambayo yalikuwa yamet<sup>ya</sup>tarishwa ~~katika~~ yasil<sup>h</sup>etwe katika Bunge hili. Ninatumaini kwamba Waziri ananiunga mkono kamba ni makosa ~~ya~~ ripoti hii kutoletwa hapa.

Bw. Spika, ningependa kusema kwamba ninamuunga Waziri mkono kuhusu yale aliyosema ~~kwa~~ juu ya barabara inayotoka Emali kuelekea Oloitokitok. Ningependa atilie uzito ule ule kwa barabara inayotoka Oloitokitok kuelekea Taveta.

MR. SHIKUKU: Jambo la nidhamu, Bw. Spika. Mhe. Mbunge anayezungunza sasa anasema kwamba ripoti baikuletwa. Ningependa kumuuliza: Ni nani hasa aliyetakiwa kuleta ripoti hii? Je, ni Waziri huyu au ni nani? Tungependa kujua ni nani anayevunja sheria.

MR. MWACHOFI: Bw. Spika, ninashangaa kumsikia mhe. Shikuku akiuliza swali hilo na hali tunajua yeye ni hodari kwa ~~kanuni~~ za Bunge hili na angeelewa ni nani angepaswa kuleta ripoti hiyo. Tunajua kwamba kosa la kwanza <sup>la</sup> ~~la~~ kukosa kuleta ripoti hii katika Bunge hili lilikuwa la Waziri. Baada ya jambo hili kujadiliwa na kamati inayohusika, mwenyekiti wa kamati hiyo angeleta ~~Hoja~~ Hoja hapa ili tujadiliane. Ikiwa kuna makosa, ninafikiri ~~ya~~ Waziri au —

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): On a point of order, Mr. Speaker, Sir. ~~Mr. Speaker, Sir,~~ I believe it is not a question of defending <sup>or making</sup> counter-accusations but, I believe, ~~that~~ the procedures for <sup>laying</sup> ~~bringing~~ documents <sup>on</sup> ~~to~~ the Table of this House are clear. The Minister, at one stage, is required to lay the documents of the Ministry on the Table of this House. The Controller and Auditor-General and the Chairman of the Public Accounts Committee are also entitled to such documents. Therefore, at no one stage did I fail to do that. I am very aware, Mr. Speaker, Sir, that at one stage, the report was not ready to be laid on the Table of this House. Therefore, I do not accept <sup>the claim</sup> ~~that~~ I failed to do that.

MR. MWACHOFI: Bw. Spika, ninaona wakati wangu unekwisha na nilikuwa na mengi ya kusema. Ningependa Waziri aangalie barabara inayoitwa A23 inayotoka Kwatate kuelekea Taveta. Mwaka baada ya mwaka barabara hii hutengewa \$10 pake yake. Mwaka uliopita ilitengewa Shs. 6 milioni, na hata peni haikutumika. <sup>Mwaka huu haukutengewa hata peni moja.</sup> Ningependa Waziri aeleeze mambo haya atakapojibu.

Ninaunga mkono.

MR. MWARUWA: Thank you very much, Mr. Speaker, Sir, for giving me this chance. I would like to thank the Minister for bringing this Motion on time. The amount of money which the Ministry is requesting, should be granted because this is one of the Ministries which is doing a lot of work for the wananchi. This Ministry actually caters for people's interests and it does its job very well. When the Airbus was bought, I was the first man to complain because the money which was used to buy ~~the~~ <sup>it</sup> ~~airbus~~, should have been used to buy four to five ships. Now we have a Kenyan-owned National Shipping Line, which does not have ships. I do not know how we are going to run it.

END Q

MR. MWARUWA (Contd.):

I do not know how he is going to run it. Nevertheless, we do not blame the Minister because he is not going to finish everything. But I would urge the Government to do something. It is high time the Government did something. It should see to it that it owns its own ships so that the wananchi of this country can benefit by getting, say, employment from their own ships. We have had very many local seamen who are jobless and they cannot get employment except from foreign ships. This is where we get a lot of suffering from some of these foreign ships.

For instance, in 1984, we had this problem of the <sup>stowaways</sup> ~~stowaway~~ who were thrown in the high seas simply because the Kenya Government did not own any ship. Some years back, the Government owned some ships. This is when we had the first sister countries: Kenya, Tanzania, Uganda and Zambia. Unfortunately, we do not know what happened. Maybe the Minister at that time was not very capable. He was not as capable as this Minister now who can handle things properly. That is why we lost all the ships. In fact, we are left with a lot of debts.

Now, instead of complaining so much or instead of arguing with the Government, we kindly request the Minister, whom we think he is very capable, to do something. Since he took over this Ministry, we have seen many things going smoothly and nicely. That is why the Kenya Ports Authority was able to make a very big profit. That is not easy because in this Government we have very many Ministries and parastatal bodies. Now, out of all those parastatal bodies, when we get the Public Accounts Committee Report, we find that very many of these parastatal bodies have squandered a lot of money and are left with big loans to repay. However, today I was very happy to hear that the Kenya Ports Authority has done its best and has kept a name in making a lot of profit <sup>for</sup> ~~in~~ this country.

MR. MWAKUWA (Contd.):

Mr. Speaker, Sir, we have to understand that the Kenya Ports Authority is a big firm. This must be clearly known. It is a very big firm. It is not a small firm like the Coca-Cola Company and so on. It is <sup>the</sup> ~~the~~ key <sup>Authority</sup> of this country. <sup>If</sup> ~~Anything~~ goes wrong at the Port, it can create a lot of damage to the Government and to the whole country. So, the man who has been assigned to work there should be given time to concentrate properly rather than to be kicked out every now and then. Otherwise, he will ~~not~~ be able to do his job properly.

Mr. Speaker, Sir, if it is a question of squandering money, only ~~very few~~ people have ~~not~~ squandered money. Even myself, I have squandered money! So, instead of complaining <sup>about</sup> ~~that~~, let us leave it at that. But the position we are now at, as the Secretary General of the Seamen Union, I want us to have a ship to make sure that members of my union can be employed. That is the most important thing <sup>I want to talk about</sup> ~~in~~ this Vote. We have been able to get the airbuses and we have enjoyed, but again the airbus does not recruit more than 15 people. Sometimes it can only recruit about 10 or 12 people, but a ship can recruit about 45 or 50 people. The money which bought one airbus could at least buy about six ships. Now, when you take about 50 crew members for employment for one ship and multiply ~~that~~ by five, you will find that many citizens of ~~this~~ country would be able to get employment.

Mr. Speaker, Sir, I now come to the question of roads, ~~tax~~. The Ministry is part of the Kenya Government. When we talk about the Ministry, any Ministry is part of the Kenya Government. In Mombasa North, we have this road from Mwembe Tayari to Nyali Reef <sup>Beach</sup> ~~Beech~~ Hotel. We used to have the Kenya Bus Services there. But it is now about three years ago since they stopped the service. I brought a Motion here and a Question regarding that road and no action was taken.



MR. MWARUWA (Contd.):

Surprisingly, the Kenya Bus Services is not part of the Kenya Government! Now, the Kenya Bus Services said that they are not going to render services on that road, and the Ministry which is part of the Government did not take any action. I wonder: Who is more powerful than the other, the Kenya Bus Services as a Company, or the Ministry which is part of the Government? So, by bringing this matter here I do not mean that I am against the Ministry. But it is a matter of requesting the Ministry to exercise its powers to ensure that the Kenya Bus Services Company has gone back to render services to that area. If it does not, then the Ministry has power as ~~the Government~~ to cancel the licences of the Kenya Bus Services Company unless some senior officers of the Ministry have some private interest in this company. This means that if two or three people have an interest in the Kenya Bus Services Company and they make thousands and thousands of wananchi suffer, it is very bad. For instance, if you go to Nyali or Kongowea, you will see very many people walking home. Sometimes they leave their work at 11.00 p.m. which is <sup>a</sup> very dangerous <sup>time</sup> to walk home. There are no buses to take them home. I do not see why the Minister is not taking any action. Maybe by the time I brought my Motion into this House the Minister himself was not in. But I am glad that he is --

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Mr. Speaker, Sir. It is not fair to say that the Minister is not taking any action. Action is already being taken, and I think there is a Committee which is working on this particular issue. I believe the report is yet to come.

MR. MWARUWA: Mr. Speaker, Sir, how long is the Government Ministry taking to deal with the Kenya Bus Services Company? Again, the Minister is telling me that there is a Committee which is looking into this matter and a report will be brought here. Thousands of citizens are suffering. However, I am pretty sure that if those

MR. MWARUWA (Contd.):

buses had stopped rendering services in areas where the Europeans and Asians lived, the Ministry would have taken action long way back. The Ministry is now not taking any action because it is the poor and black Africans who live on that side. This is why the Minister is not bothered at all.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Speaker, Sir, this is interesting because I believe that some of the frustrations which we are facing, <sup>are coming</sup> ~~we are doing it~~ from the hands of our African friends, and not Wazungu or Wahindi. So, I am happy that the hon. Member brought that point.

MR. MWARUWA: Mr. Speaker, Sir, it is me and my children and my black friends who suffer. There are ~~no~~ buses at all. It is only a few matatus that operate there. I have only seen the police there stop the matatu and check them. They delay people while going to work. Some Africans have been sacked from their jobs simply because there is no transport. That is why I support this Ministry to get this money. We <sup>shall</sup> approve this money, But we want you, as the Minister, to take drastic action against the Kenya Bus Services Company. There is no point for us to come here, talk gently and beg. There is no point for us to come and beg. The Government is ours and the Kenya Bus Services Company, after all, ~~is~~ <sup>foreigner foreign</sup> is a colonial company. I do not see the reason why we have to keep on pleadings. We should take a drastic action. If they do not render the services on that side, we should cancel the licences, and allow other transport companies to operate from that side.

With those few remarks, Sir, I strongly support the Minister to get the money. ~~I support,~~

End R.

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THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa):

Ahsante sana Bw. Spika kwa ~~x~~ kunipa fursa hii ili nami niweze kusema machache kuhusu Hoja hii ya Wizara ya Mawasiliano na U\_chukuzi. Ningependa kuiunga mkono ~~k~~ Hoja hii kwa sababu ni ya maana sana.

Kwanza kabisa, ningependa kuchukua nafasi hii kumpongeza Waziri wa Wizara hii kwa vile alivyowasilisha makisio ya Wizara yake, na vile vile kuwapongeza maofisa wake wote ambao wamefika hapa Bungeni, ili kusikiliza mambo yatakayozungumzwa kuhusu Wizara yao. Ukiangali viti vya watumishi wa Serikali katika Bunge hili, utaona kwamba vimejazwa na maofisa hao. Tunaelewa ~~k~~ kwamba maofisa hawa wote wanatoka kwa kila sehemu <sup>za</sup> ~~ya~~ Wizara hii pamoja na Mashirika ya Serikali ya Wizara hii.

Mr. Speaker left the Chair

The Deputy Speaker took the Chair

Bw. Naibu Spika, Wizara hii inafanya kazi ambayo inahusu kila mwananchi wa nchi hii kila siku kwa sababu kama mtu ~~x~~ anatembea kwa kutumia barabara, <sup>akisafiri</sup> ~~Wizra hii inahusika,~~ akitembea angani, ~~Wizara hii inahusika,~~ <sup>akisafiri</sup> akitembea baharini, Wizara hii inahusika. Vile vile Wizara hii inahusika katika mawasiliano na mambo mengine mengi. Kwa hivyo, Wizara hii ni <sup>u</sup> ~~ya~~ muhimu ~~k~~ sana kwa maisha ~~w~~ <sup>l</sup> ya wananchi na kwa maendeleo ya nchi hii yetu ya Kenya.

Nampongeza Waziri kwa kutaja mipango yake ya kutengeneza barabara ~~za~~ muhimu katika nchi hii, na nafurahi kwa sababu ametaja barabara moja kubwa ambayo imetengenezwa kwa ~~x~~ vipande, labda kwa sababu ya ukosefu wa fedha. Barabara ninayozungumza juu yake ni A2. - Nairobi-Addis Ababa Highway. Barabara hii <sup>imetengenezwa</sup> ~~imetengenezwa~~ na <sup>Kutumia</sup> ~~Wizara hii~~ lami mpaka Isiolo na kuna sehemu nyingine ya mchanga ambayo inahitaji ~~kw~~ kuwekwa lami. Hii sehemu ni kutoka Isiolo mpaka Moyale. Barabara hii ni ya kimataifa na ni muhimu kwa uchumi wa nchi hii yetu ya Kenya.

THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa)(ctd.):

Bw. Naibu Spika, barabara hii inaelekea kuwa mbaya, na ningeiomba Wizara ihakikishe kwamba imepata pesa za kuweka lami kutoka Isiolo mpaka Moyale. Hata kama haiwezi kupata pesa za kuiwezesha kuweka lami katika sehemu hii yote ya barabara hii, inweza kuitengeneza kwa vipande. Kwa mfano, ~~km~~ kipande cha kwanza ~~kinaweza~~ kinaweza kutoka Isiolo mpaka Laisamis. Halafu kipande cha pili kinaweza kuwa kutoka Laisamis mpaka Moyale. Nasema hivi kwa sababu k tunajua kwamba utengenezaji wa barabara kwa lami hugharimu pesa nyingi na ni vigumu pesa hizo kupatikana mara moja; kwa hivyo hatuwezi kungojea mpaka Wizara ipate pesa zote zitakazoweza utengenezaji wa barabara hii yote mara ~~moja~~ moja. Kwa hivyo, ningeiomba Wizara iiangalie barabara hiyo.

Vile vile, nikizungumzia barabara hiyo hiyo, ningeiomba Wizara ifikirie barabara ya C79 - inayotoka Archer's Post kwenda Wamba na kutoka Wamba mpaka Maralal. Barabara hii ni ya muhimu katika uchumu wa nchi hii kwa sababu hutumika kwa ~~sz~~ kuwasafirisha watalii. Watalii wakitoka Nairobi wanaenda Nyeri na kutembelea hoteli za Tree Tops Hotel na Outspan Hotel. Wakitoka Nyeri, wanaenda ~~Samburu~~ Samburu Lodge. Kutoka Samburu Lodge, wanaenda Tented Camp iliyo Wamba. Kutoka hapo wanaenda Maralal Safari Lodge. Safari hiyo yote inaitwa "northern circuit." Mwishowe wanaenda Lake Baringo au Lake Turkana. Kwa hivyo, barabara hii ni ya muhimu kwa uchumi wa nchi hii kwa sababu inatumiwa kwa kuwasafirisha watalii wengi sana. Kwa hivyo, Wizara ikipata pesa za kuweka lami, please just extend the tarmac to cover Wamba and that road junction - No. C79.

Bw. Naibu Spika, ningependa pia kuyapongeza mashirika ya Serikali ya Wizara hii yanayofanya kazi nzuri kwa wakati huu. Yale ambayo hayafanyi kazi ~~sz~~ nzuri yataonyeshwa mfano mzuri na yale ambayo yanafanya kazi nzuri. Kwa jumla, wakati umewadia kwa mashirika ya Serikali kuhakikisha kwamba yamefanya vizuri kwa sababu

THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa)(ctd.):

ukiangalia mashirika ya kibinafsi, utaona ~~kwax~~ kwamba yanafanya vizuri sana. Kwa nini mashirika ya Serikali hayafanyi vizuri? Ni lazima yaangalie yaone kwamba yamefanya vizuri.

Jambo lingine ambalo ningependa kulizungumzia <sup>ni</sup> ~~ya~~ lile la ajali za barabarani, ambalo limetajwa na Waziri. Ni kweli kwamba Wakenya wanapoteza maisha kwa sababu ya ajali za barabarani. Nafikiri hakuna jambo lingine lolote linalosababisha vifo ~~ku~~ vingi humu nchini kama ajali za barabarani. Watu wa Kenya watazidi kupoteza maisha kwa sababu ya ~~ni~~ tamaa ya pesa ya wenye <sup>magari ya</sup> matatu na wenye mabasi. Watu hawa wanashindana na kuwabeba watu kama magunia. Hawafikirii wanabeba maisha ya binadamu. <sup>Haya ni</sup> ~~Haya~~ yao <sup>ni</sup> ~~na~~ kuwabeba watu wengi iwezekanavyo, mara nyingi iwezekanavyo kwa siku ili waweze kupata pesa za kuwawezesha labda kulipia ~~ni~~ mikopo waliyoichukua kwa kununulia magari hayo. Lakini hata kama ni hivyo, ni lazima wafikirie maisha ya binadamu na wajue kwamba maisha ya binadamu ni muhimu kuliko pesa.

Jambo lingine la kusikitisha ni kwamba hata gari la moshi siku hizi hupata ajali. Sijui kama <sup>kimebadilika</sup> na kuwa matatu <sup>nao</sup> pia. Mara nyingi utasikia <sup>Kupitia</sup> kwa redio, au kusoma katika magazeti, kwamba gari la moshi limeacha ~~ni~~ reli. Hapo mbeleni, hatukuwa ~~ni~~ tukisikia matukio ya ajali <sup>ya</sup> gari la moshi kama tunavyo-sikia siku hizi. Ningemwomba Waziri wa Mawasiliano na Uchukuzi, pamoja na maofisa wake, wafanye uchunguzi wajue ~~ni~~ kitu gani kilichoharibika katika Shirika la Reli la Kenya kwa sababu ~~ni~~ reli hazijapanuliwa na hakuna kitu kipya ~~ni~~ kilicho\_ongezwa katika Shirika hili, labdo tu magari ndiyo yameongezeka. Reli ni ile ile tu, na kwa hivyo nashindwa ~~ni~~ ni kwa nini ajali zinazidi kuongezeka na hali hazikuwako ~~ni~~ hapo mbeleni.

Kama nilivyotaja hapo mbeleni, ni lazima watu wote wanao-  
husika na uchukuzi wa abiria wajue kwamba wana<sup>ni</sup> sababisha upotevu wa maisha ya <sup>watu</sup> pesa. Njia moja ya kupunguza ajali za barabarani ni

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THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa)(ctd.):

kwa mashirika mbali mbali kutoa tuzo kwa wale madereva wao wanafanya  
vizuri zaidi kwa muda fulani, hii iwe ni kama mashindano ya kushirikiwa  
na kila dereva katika Kenya. Kenya Breweries ina mpango kama huu  
ambapo <sup>madereva</sup> ~~madereva~~ wa kampuni hii hushindana ambapo ~~yuk~~ yule anaye-  
fanya kazi bila kusababisha ajali kwa muda fulani hupewa tuzo.  
Ukianagalia <sup>Sana.</sup> vizuri, utaona kwamba ajali zinazohusu malori ya kampuni  
hii huwa haba kweli kweli. Hii ni kwa sababu dereva anajua kwamba  
asipofanya ajali kutokea, ~~z~~ atapata zawadi.

Bw. Naibu Spika, mashirika mbali mbali yafaa yafikirie

kutoa kitu fulani, aina ya tuzo kwa Wizara ya Uchukuzi na Mawasiliano,  
cha <sup>magari ya uchukuzi na ya abiria,</sup> ~~magari ya uchukuzi na ya abiria,~~  
~~ili~~ kushindaniwa na madereva wote wa ~~magari ya uchukuzi na ya abiria~~

ili kuhakikisha kwamba maisha ya watu wetu w yanazendelea kulindwa  
na kuheshimiwa. Nasema hivi kwa sababu ukitembea katika barabara  
yoyote katika nchi hii, ~~z~~ utaona kwamba wanaohusika na usafirishaji  
kama vile matatu wazidi kuwajaza ~~z~~ abiria katika magari yao  
zaidi ya vile inavyotakikana. Matatu yanajaza abiria mpaka ~~z~~  
watu wengine wananing'inia mlangoni wa nyuma. Waweza kuona kwamba  
mtu <sup>fulani</sup> ~~wengine~~ amekanyanga kipandio cha <sup>Kwa</sup> ~~z~~ magari mmoja nao mguu  
ule mwingine uko nje. Wakati kama ~~z~~ huo, ~~z~~ ikikanyangwa kizuizo,  
mtu kama huyo anaweza kuanguka chini.

Vile vile, ningependa kuwakumbusha polisi kwamba ni  
wajibu wao kuhakikisha kwamba hakuna <sup>z</sup> ~~z~~ magari inayobeba ~~z~~ abiria zaidi  
ya idadi inayokubaliwa. Kwa hayo machache, naomba kuunga Hoja hii  
mkono.

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MR. MZAMIL: Ahsante sana, Bw. Naibu Spika, kwa kunipatia nafasi hii ili nizungumze juu ya Voti hii. Kwanza, ningependa kusema kwamba Wizara hii ya Ucinukuzi na Mawasiliano inafanya kazi muhimu sana katika nchi yetu tukufu. Kwa hivyo, ingefaa sisi kama Bunge tuipatie Wizara hii pesa zinazotakikana bila pin\_gamizi yoyote. Ningependa kusema machache kuhusu halmashauri fulani za Serikali ambazo ni muhimu katika nchi hii. Kwa mfano, ningetaka kusema juu ya Kenya Ports Authority ambayo ni moja ya halmashauri za Serikali ambazo zinapata faida kubwa sana katika nchi yetu na inasaidia katika mambo mengi sana. Ikiwa halmashauri hii inapata faida kubwa jinsi hii, bila shaka inahitaji kupewa nafasi zaidi ya kuweza kupanua kazi yake. Miaka sita au saba iliyopita, tulipitisha Hoja hapa Bungeni kwamba kuwe na bandari ya pili katika Kenya na tukapitisha hapa kwamba bandari hii ya pili itajengwa Lamu. Feasibility study ilifanywa kwa siku nyingi sana na tukaambiwa kwamba jambo hilo halikuwa tayari kuanzishwa. Kwa vile tumetambua kwamba bandari inafanya kazi muhimu katika kazi ya kulijenga taifa, ningependa kumwomba Waziri kupitia kwako, Bw. Naibu Spika, ahakikishe kwamba bandari ya pili inajengwa ili iwezeshe nchi yetu kuwapatia wananchi kazi za kutosha. Nasema hivyo kwa sababu hakuna kiwanda cha aina yoyote katika sehemu ya Lamu na kwa hivyo wananchi kule hawana nafasi zozote za kazi. Wananchi katika sehemu hii wamekuwa wengi sana na ikiwa bandari hii itajengwa itaweza kuwasaidia. Halmashauri hii inapata pesa nyingi sana na kwa hivyo, inaweza kujenga bandari kule Lamu. Tulisikia kwamba tenda zilitolewa katika nchi za nje na/kuna nchi za kigeni ambazo zilijitolea kuijenga bandari ile na hatuoni sababu yoyote ya kulichelewesha jambo hili : namna hii. Kwa hivyo, ningetaka Halmashauri hii, pamoja na Wizara, ifanye juhudi zake zote ili Hoja ambayo ilipitishwa hapa Bungeni, kwamba bandari ya pili ijengwe katika Kenya, itekelezwe.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): On a point of order, Mr. Deputy Speaker. I would hate to interrupt the hon. Member but what he is now saying is rather unfortunate. He is misleading the House because

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Ctd.):

nothing is being sat on. If anything, the plans and preparations for that project are very much ahead and nothing is being sat on at all.

MR. MZAMIL: Hata kama mipango hiyo imekaliwa, kitu tunachotaka sisi ni kujua ni wapi mipango ya kuitekeleza Hoja hii imefika au ni kitu gani ambacho kimefanyika juu ya Hoja hii. Ni kitu gani ambacho kimefanywa mpaka sasa?

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu) Mr. Deputy Speaker, I think the Motion which the hon. Member is now referring to was brought to this House when Government had already decided on the action to take. As I said a lot of things are now already underway to implement this.

MR. MZAMIL: Tumesikia kwamba mipango inaendelea kufanywa lakini tungetaka kujua itaendelea hivyo kwa muda gani. Tuliipitisha Hoja hiyo miaka sita au sababa iliyopita na wakati huo tuliambiwa kwamba feasibility study ilikuwa inaendelea kufanywa, na baadaye tukaambiwa kwamba tenda zilikuwa zimetolewa na kazi ikapatiwa wale waliotuma maombi ya kandarasi. Sasa ni kitu gani kinachongojewa? kwamba Wanasema kwamba wana pesa na kuna nchi za kigeni ambazo ziko tayari kutupatia mikopo ya kujenga ile bandari na sioni ni kwa sababu gani tunaambiwa wakati wote kwamba "plans are underway". Mipango hii itakuwa ikiendelea kufanywa kwa muda gani?

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Bw. Naibu Spika, ingefaa kama mhe. Mzamil angeitembelea ile sehemu miezi mitatu kuanzia leo ili aone kama kuna jambo lolote litakalokuwa likiendelea kule.

MR. MZAMIL: Basi, ikiwa watachukua hatua baada ya miezi mitatu, nitaanza kuhesabu kutoka leo mwezi wa Oktoba mpaka mwezi wa Desemba. Ikiwa hakuna chochote ambacho kitakuwa kimefanyika mwezi wa Desemba, nitakuja katika Bunge hili na kusema kwamba Waziri hakuweza kuitimiza ahadi ambayo alitoa hapa. Bw. Naibu Spika, kuna Halmashauri nyingine ya Serikali ambayo inafaa kushukuriwa na hii ni



Kenya Posts and Telecommunications Corporation. Halmashauri hii inafanya kazi nzuri sana na nina haki kuishukuru sana kwa kazi ambayo imefanya katika sehemu yangu kule Lamu. Tumepatiwa simu kule Lamu mpaka sehemu za mashambani huko Faza, ambapo mamangu anapokaa. Hivyo ni kusema nikiwa hapa ninaweza kuzungumza kwa simu kule nyumbani. Kwa hivyo, tunaishukuru Halmashauri hii kwa kazi muhimu ambayo imetufanyia na tungewataka waendeleo na moyo huo huo.

Katika upande wa barabara, ningependa kusema kwamba kazi ya kutosha haijafanyika. Nasema hivyo kwa sababu mpaka sasa, barabara katika sehemu hii ziko katika hali mbaya sana, hasa barabara zinazokwenda kule kwetu Lamu. Pengine Waziri atasema kwamba mipango inaendelea kufanywa kuhusu jambo hili lakini, ningetaka kusema kwamba tulipitisha Hoja siku nyingi sana zilizopita hapa Bungeni kwamba barabara ya Lamu iwekwe lami. Tunashukuru shana kwa vile daraja imeanza kujengwa katika sehemu fulani, lakini mipango ambayo inaendelea sasa inaonekana kwamba itachukuwa muda mrefu sana na, kwa hivyo ingefaa kama waziri angeitoa kazi hiyo kwa kampuni ambayo ingeweza kuifanya kwa haraka. Nasema hivyo kwa sababu ikiwa itaendelea jinsi inavyofanywa na Wizara, ile barabara kuanzia upande wa Hola kuelekea upande wa Malindi mpaka Lamu, itachukua miaka mingine 20 kukamilika. Kwa hivyo, ili kuweza kuharakisha kazi hii, ingefaa kama Waziri ~~ingefaa kama Waziri angeitoa kazi hiyo kwa kampuni~~ angelichukua jambo hili kuwa muhimu na kuipatia kazi hii kampuni ambayo inaweza kuifanya kwa haraka ili sisi tuweze kuwa na mawasiliano mazuri kama vile imekuwa kwa upande wa posta na simu.

Kwa ~~upande~~ upande wa magari, Waziri anastahili kupongezwa kwa bidii zake katika kazi yake. Jambo moja ambalo ningependa kumkumbusha ni kwamba makampuni mengine ya bima fulani inayoitwa Meridian ilichukua bima za magari ya matatu mengi hapa nchini. Viongozi wa chama cha matatu waliwashawishi -----

MR. MZAMIL (CTD.):

wenye magari ya matatu kuc\_hukua bima d katika kampuni hii na wengi wao wakafanya hivyo. Sisi sote tunafahamu hali ya magari ya matatu kufanya ajali h na hivi sasa kuna watu wengi ambao wameyapoteza maisha yao na kuna pesa karibu Shs.2 milioni ambazo sasa zinadaiwa wenye matatu. Wenye matatu wengine wamepoteza pesa zao na sasa wamenyang'anywa magari yao, mpaka sasa watu wanatafuta ofisi ya kampuni hii. Wao hawajui ofisi hii au meneja wa kampuni hii yuko wapi. Kwa hivyo, nina kisa ambacho z ni cha kweli na ikiwa mtu yeyote anataka thibitisho niko na hati za kulithibitisha jambo hili. Kuna magari moja la matatu ambalo lilipinduka na kumuua mtu na kesi ikaam ikaendelea kortini na uamuzi ukawa kwamba yule mm mtu atalipwa Shs.86,000/- na ile kampuni ya bima. Lakini kampuni hiyo ilipokwenda kutatutwa ili pesa zile zidaiwe, ilipatikana haiko. Yule mzee ya Jeneby Auctioneers, Mombasa mwenye ile matatu alinyang'anywa gari lake na kampuni/na akaambiwa alipe Shs.10,000/- pesa ambazo alilipa kidogo-kidogo na akazidisha kwa Shs5,000/- na gari lake likanadiwa kwa Shs.70,000/- na mpaka sasa anadaiwa Shs.20,000/-. Haijulikani hata sasa kampuni hiyo ya bima it iko wapi.

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MR. MZAMIL (ctd.):

Ili kuwasaidia wananchi, Waziri wa Uchukuzi na Mawasiliano angelichukulia hatua za kutosha ili kuhakikisha kwamba wananchi wanacdhulumiwa na <sup>makampuni ya</sup> ~~kampuni~~ za bima m kama hii wamepata haki yao. Pia, wakurugenzi wanacendesha <sup>makampuni ya</sup> ~~kampuni za~~ bima ya bandia wangechukuliwa hatua na kushtakiwa ili wananchi waweze kupata haki yao.

Kwa hayo machache, Bw. Naibu Spika, naunga Hoja hii mkono.

THE VICE-PRESIDENT AND MINISTER FOR HOME AFFAIRS (Mr. Kibaki): Thank you very much, Mr. Deputy Speaker, Sir, for giving me these few minutes to add my words to what has already been spoken.

Mr. Deputy Speaker, Sir, I would like to urge the Ministry of Transport and Communications to regard maintenance of roads as being of equal status as building new roads. In these days of stringency in budgeting, the most painful thing in the countries in Africa is the way we are ignoring the maintenance of roads. The situation is pathetic in the whole continent. When you have spent K£20 million building a road which you do not maintain, and you lose it sooner than you need lose it, that means too much negligence and loss of capital is much worse than anything else in any economy. What we all must do - and I think it must be taken very seriously - is to take road maintenance very seriously. I am sure that over the last two years every Kenyan has realised that we are fascinated by the construction of new beautiful roads and that the maintenance budget has become less and less. Let us build less if our budget is that small, but let us maintain what we already have because if we lose at the rate we are losing, very soon we shall have no roads. We shall have lost all that capital that we have built over the last 25 years. The same thing applies to buildings and not just roads alone. We all know that if you build a beautiful home and you do not maintain it, you are going to lose it. That way, you will have lost your original capital and then you have to look for new capital. It is a straightforward matter but, unfortunately, it is not given the right status because it is not very fascinating. Could we, therefore, appeal, as representatives of these people who elect us regularly, that maintenance be given the highest priority in the next budget?

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THE VICE-PRESIDENT AND MINISTER FOR HOME AFFAIRS (ctd.):

Secondly, Mr. Speaker, I would like to talk about the road designers of the Ministry of Transport and Communications. These days the radio, ~~which is one of the departments under this Ministry,~~ <sup>is telling people to preserve the soil every day.</sup> We have a duty to preserve the soil. Could we, therefore, appeal to the road designers in the Ministry of Transport and Communications, when they are designing roads, to know that they are now becoming the biggest—— I was going to use the wrong word, but they know what I mean. The way roads are designed today, even if it is down a steep <sup>ravine</sup> ~~face~~, the designers think of only how quickly the rain water can be drained away without caring where that water goes, ~~how~~ how much soil it carries away and the gullies it creates. That does not seem to preoccupy them. Yet, 15 to 20 years ago, the same department used to think of how to have little side vents which would reduce the amount of water so that rivers are not created immediately on the sides of the roads. If you look at any new road, the amount of soil being carried away tells you that soil erosion is being encouraged. This is a very small matter that can cost very little expense. It is the duty of the designers who, we hope, will think about it because, after all, as a Government department, they cannot afford to be ~~seen~~ accused of negligence in this particular regard. They can even plant grass on the sides of the roads they open up, or they can even call upon the villagers to plant grass. In order to remember to do it, could we make sure that road designers open little access roads to those villagers who live by the road?

Mr. Deputy Speaker, Sir, if you happen to have your land near the road and the road is constructed, you suddenly find that as opposed to the earlier days before the construction, you are left hanging on a cliff of about 20 feet and your house is up there and you have no manner of going there. In areas where land consolidation has taken place, you have no way of using other people's land. There is no reason why the ~~existence~~ construction of a road should make it necessary for a poor peasant farmer to spend huge sums of money to build a new access road to where he has been left hanging up in the air 20 feet ~~or~~ above the ground. It is just ~~not~~ <sup>not</sup>

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THE VICE-PRESIDENT AND MINISTER FOR HOME AFFAIRS (ctd.):

reasonable. So, when they are doing the construction with their huge D.8 tractors, could they just cut little access roads to those poor men who, through no fault of their own, have the roads passing there them? Even if you have paid ~~ix~~ compensation to the poor old man, it is not ~~raxi~~ really good to leave him hanging up there. The designing of these roads can be taken care of.

Mr. Deputy Speaker, Sir, we are now undertaking this very huge programme called Nyayo Tea Zones. The Ministry of Transport and Communications ~~x~~ is involved in this programme at the district level, but one of the terrible things that is not being taken up immediately is the construction of access roads to the Nyayo Tea Zones. The planting of tea is going on now, and in two years' time from now there will be need to transport that ~~x~~ tea to the factories. Even before that time comes, people have to have access to those zones. The roads to those zones cannot be left to the district development committees because they have no sources of money for that. The Ministry of Transport and Communications, in liaison with the Ministry of Agriculture and the Kenya Tea Development Authority and everybody else involved, should now focus their minds on this problem because it is going to be upon us very soon. Two years is a very short time, within which the tea will ~~be~~ require ~~plucking and~~ plucking and processing in factories. So, this is the right moment for us to address ourselves to this very imminent problem.

Finally, Sir, may I appeal to the Ministry to take into account the fact that those people who are given the responsibility of approving the work of a contractor before he is paid should know that they are carrying the responsibility of the finance of this nation. The most terrible thing today is to see roads which were built two years ago and tarmacked wearing away. For example, there is no heavy traffic in these particular roads I am talking about, such as those which were built in the Nyeri region by a Mr. Noordin who has disappeared. There is no ~~be~~ heavy traffic and there are no heavy lorries that ~~x~~ use those roads and, therefore, we should not be told that the specifications were wrong ~~be~~ because heavy

THE VICE-PRESIDENT AND MINISTER FOR HOME AFFAIRS (ctd.):

traffic was not expected but is now moving on those roads. The size of vehicles using those roads has remained the same, but the roads have peeled open and, if you look at them, you find that there was only one inch of tarmack used on them. We have paid millions of shillings on those roads which are now murrainless. Where did the millions of ~~money~~ shillings, which we will have to pay, go? This is very serious because the money used on these roads is part of our national debt. We have ended up paying so much money for nothing just because somebody in that Ministry approved and certified the wrong work before that man was paid the money.

MR. MUTHURA: It is the Chief Engineer, Roads!

THE VICE-PRESIDENT AND MINISTER FOR HOME AFFAIRS (Mr. Kibaki): It is not the Chief Engineer, Roads, because he cannot be at every road site. It must be other equally qualified people who are in the field who cannot say that they did it out of ignorance. This is a very important matter that should be taken so seriously so that we do not give those type of contractors new ~~n~~ contracts. Why should they be given new contracts. We used to have that kind of problem in the Ministry of Water Development but, up to now, those people who have failed to carry out proper programmes are not being given contracts. But, in this particular Ministry of Transport and Communications, people who ~~are~~ have messed up things like that are still getting new contracts. That is very serious.

Mr. Deputy Speaker, Sir, the rural access roads, or whatever ~~are~~ name they are given in the new language being used now, are <sup>in</sup> a critical situation. Can they be ~~x~~ restored to the status they were in some four to five years ago?

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## THE VICE-PRESIDENT AND MINISTER FOR HOME AFFAIRS (ctd);

Mr. Deputy Speaker, Sir, this programme was going on extremely well. But I do not know what exactly happened or who changed their minds. We, the people, were satisfied that these two rural access roads should be given priority; particularly in these days when we are engaged in more intensive agricultural ~~and horticultural~~ and horticultural development activities. We need these little rural access roads for every type of development. Can we go on with this programme? This is because in those little roads - and for very small sums of money - we serve the people. That is really what matters; we open up new areas for development. That is what, in every way, will matter.

Mr. Deputy Speaker, Sir, I would finally like to ask the Ministry of Transport and Communications to help us at the district level - in designing footpaths and foot bridges across rivers. You are never going to build enough roads. But ~~at~~ there are very many places where people in the rural areas, who are used to ~~walking~~ walking--- They do not have cars anyway. But they have bicy\_cles. There used to be footbridges and that work used to be done by the Ministry of Transport and Communications in those good old days. They are very cheap things. The district development committees ~~can~~ can actually finance them. Even the Harambee spirit can come in there. But we need the technical people to design those things for us. We shall use timber and we shall put ~~a~~ some bits of railings across them and people will then not have to walk round long distances instead walking on foot across various places. These are the ~~kind~~ kind of jobs which service hundreds of thousands of people. These services should be nearer the people. This is because people are used to ~~walking~~ walking to the markets.

I beg to support, Mr. Deputy Speaker, Sir.

PROF. INDIRI: Thank you, Mr. Deputy Speaker, Sir, for giving me an opportunity to contribute on this very important Motion and to join those hon. Members who have commended the Ministry for the ~~great~~ good work it is doing generally. I am noting also that the Ministry of Transport and Communications is one of the most important technical Ministries in ~~this~~ our ~~Government~~ Government.

Mr. Deputy ~~Speak~~ Speaker, Sir, I have a few points to make, and the first one is on the roads. While very much agreeing with what the hon. Vice-President and Minister for Home Affairs has said, I would like to add something on the question of re-surfacing roads. There must be more modern methods of re-surfacing roads. The kind of re-surfacing which we have recently had, and probably still going on now, between Naivasha and Nakuru seems to be a very ancient one to ~~us~~ us road users. It may be that we are not engineers and, therefore, we do not know how this is done. But I am talking about this system whereby you pour huge stones on the road and leave them there for the cars to push them by the side of the road. This does not seem to a very economical way of re-surfacing the roads. I hope that what we have seen on ~~it~~ this road will not be repeated on other ~~parts of~~ roads in the country. This is because you will find that ~~it~~ within a day or two the roads begins melting and then you see dust and also very ~~very~~ pulverised stones poured on the road. What happens is simply to cause corrugations on the road. I think while we think about maintaining roads we should use more modern methods rather than this system of using very big concrete on the roads.



Secondly, Mr. Deputy Speaker, Sir, we all know that motor accidents have become the number one killer disease in this country and any steps taken by the Ministry to minimise this problem ~~is~~ ~~are~~ ~~appreciated~~ appreciated, I am sure, by all Kenyans. But then when putting bumps on the roads I think care should be taken that not narrow and very high bumps because these spoil cars with low clearance. I think probably bigger bumps on which the car can glide a little more are better than these very high and narrow ones which cost the car owners a lot of money in repairs.

Another small point which is important is the question of speed limits. We appreciate speed limits. But I think these should be more realistic. In some cases a speed limit of 50 K.P.H. is put four or five kilometres from the centre of a town. I think we need to make it more ~~pro~~ progressive; from whatever speed people are using up to 100 K kilometres per hour to ~~may~~ maybe ~~56~~ 65 K.p.h. as you approach centres of population and then make it 50 K.p.h. when you are actually where the population is very heavy. But to put a speed limit of 50 K.p.h. five kilometres from the centre of population is not very realistic and it is bound to tempt people to ~~break~~ break that otherwise important rule.

The ~~p~~ other point on the question of roads is that whereas we must have these ~~p~~ footpaths and bridges that the Vice-President and Minister for Home ~~a~~ Affairs has talked about, there are many broken bridges in some districts. These bridges have been broken for a long time. I would urge the Ministry to monitor the activities of ~~the~~ its people in the districts. We know that we do have provincial monitoring teams but certainly the Ministry should be able to monitor its people because there are so many broken ~~and~~ bridges which make communications ~~difficult~~

difficult for the small farmer in the rural areas.'

~~Now~~ Mr. Deputy Speaker, Sir, on the question of Kenya Posts and Telecommunications Corporation, many hon. Members who have spoken have said that this is a corporation that needs a lot of ~~praise~~ praise from us. We commend it for what it is doing. It tells the public what they are going to be doing over the next year. So, we know about their plans. But when the Minister was speaking he did ~~not~~ indicate that each one of the corporations has got its own ~~plans~~ plans. We do not know anything about some of these plans. For instance we do not know anything about the Kenya Railways plans. There ~~are cases where~~ have been c~~ases~~ases where we have asked for extensions of the railway system in different parts of the country. Certainly there must be something happening but we do not hear of it. We would like the same approach used like it is done by the Kenya Posts and Telecommunications Corporation who t~~ell~~ell us what they are going to be doing over the years and we see what ~~they~~ they are doing.'

I have one suggestion, however, Mr. Deputy Speaker, Sir. While we thank the Kenya Posts and Telecommunications Corporation for having included the Maragoli Posts Office & telephone exchange to the ~~Kakamega~~ Kakamega <sup>Subscriber Trunk Dialing</sup> (STD) it would seem that the population in Hamisi, Vihiga and ~~Emuhaya~~ Emuhaya is sufficient to require a separate STD at the Maragoli telephone exchange rather than our being connected to Kakamega which is beginning to cause problems. Maragoli telephone exchange has been connected to the Kakamega STD and I think with the population in that general area we should have a separate ~~STD~~ STD based at Maragoli.'

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PROF. INDIRE (CTD.):

Next is the Kenya Airways Corporation, with two small points which I think are important. One point is that the check-in area requires some seats where people who escort their relatives, friends, and so on can rest. The check-in area is there, but we need some seats placed there so that some people can use them. The other point is that I hope that the new Board of Governors will re-examine flight schedules. The Kenya flight from London, via Rome, for instance, gets to Nairobi the same day that the Alitalia flight from Rome gets to Nairobi. I think this is an unwise move because the Kenyan plane which flies later would not normally have enough <sup>passengers.</sup> ~~people.~~ I think these flights need some rescheduling. Some talking and planning would be quite good. I travelled on that route quite recently, and this is why I am raising that point.

Mr. Deputy Speaker, Sir, there have been some Questions in this House on the management of the Kenya Ports Authority. One would hope that the Ministry will re-examine this sort of thing. We do not want to be put in a situation where it may become necessary to call on the so-called "experts" from outside to come here and help us to man things which we can really manage ourselves. I hope that we will see reason in looking at the management of this Authority ourselves, thereby making any corrections if there is need for us to do that, in order to forgo the idea of bringing in expatriates to do what we ourselves can do.

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

MR. MATHENGE: Asante sana, Bw. Naibu Spika, kwa kunipatia nafasi ya kuzungumza juu ya Hoja hii inayohusu Wizara ya Uchukuzi na Mawasiliano. <sup>Kuhusu</sup> Nikiiongea habari/ya barabara za Laikipia Magharibi, ambayo ninaiwakilisha, ningependa kusema kwamba Wizara hii imetusahau sana kwa sababu barabara zetu, hasa zile zinazoitwa access roads za kuingia mashambani mwa wananchi, hazipitiki wakati wa mvua na hata wakati wa jua. Wakati barabara hizi zinalimwa kidogo wakati wa kiangazi kikubwa, mvua huja baadaye na kuuchukua mchanga huo wote na kupeleka mtoni, huku barabara <sup>Z</sup> ikiwachwa na mabonde makubwa makubwa. Mashimo haya husatabisha magari <sup>Kuhusu</sup> ~~kukatikatika~~ kwa sababu hakuna ye yote anayekuja

MR. MATHENGE (CTD.):

kuziangalia zile barabara ambazo zimekatwa na mitaro ya mvua. Wizara hii imekuwa katika hali mbaya sana katika eneo langu. Kuna barabara nyingine ambazo zilipitishwa kitambo sana na Kamati ya Maendeleo ya Wilaya, lakini, hata tukiirudia habari yake kila mara katika mikutano ya Kamati hii, sijui District Road Maintenance Officers wanafanya nini. Ni kama hawasikii vile tunavyosema bata ingawa wao huwa katika mikutano hiyo kila mara. Tumeshindwa kujua ni nani atakayezitengeneza barabara hizi. Hata tukizungunza habari yake hapa katika Bunge, tukirudi mikutanoni ya Kamati ya Maendeleo ya Wilaya, tunakuta kwamba hakuna cho chote kilichofanywa. Kwa hivyo, ningeliomba Wizara hii iyatilie maanani sana mambo haya ya barabara. Hata tukilima sana na kujaribu kuyatoa mazao yetu shambani, kama vile ngano, mahindi na mengine, tunapata shida sana. Hii ndiyo sababu ninasema hapa kila mara kwamba barabara hizo huwa na shida kila wakati, uwe wakati wa kiangazi au wa mvua. Kuna barabara moja, E 42, itokayo mahali panapoitwa Karandi hadi Katirima, ambayo ni mbaya sana. Mvua ikinyesha kidogo, watu huwa hawawezi kuipitia, bali wanasafiri kwa miguu mwendo wa karibu kilomita tisa, huku wengine wakilala njiani. Watu hawa huwa wakienda mashambani mwao na barabara ziko, lakini hazipitiki. Hata kwenda shule ni shida. Tuko katika Settlement scheme, na ukiwauliza watu wengine wanasema, "Barabara hizi haziko chini yetu; ziko chini ya makao yetu." Mpango huu wa makao unafaa kuwapatia maofisa wa Wizara barabara zile ambazo bado ziko chini yake ili ziwe zikiirekebishwa na Wizara moja tu. Hapo watu hawatalazimika kutoka Wizara moja na kuiendea nyingine kuhusu jambo hili. Barabara hizo ni nyingi sana. Sisi tulioko katika mpango mpya wa makao tunataka kuwa na access roads za murrum. Tusipozipata, wakulima watakuwa "wanekakwa mikono" na hawataendelea na kazi yao inavyofaa. Watafifia sana. Barabara ni muhimu sana na zinafaa kuangaliwa sana. Ikiwa ofisa anayesimamia urekebishaji wa barabara ndiye anayeyaacha mambo haya cvyo, anafaa kuongeza nguvu kazini yake. Wakati mwingine ukienda oficini yake, mwake, ofisa huyu anakwambia, "Sikuletewa pesa za kutosha. Nenda kwa Wizara ukaombe tuongezwe pesa." Hapo unajiuliza, "Pesa hizi zote tunazipitisha zinakwenda

MR. MATHENGE (CTD.):

wapi?" Maofisa wanaohusika wanafaa kuchunguzwa pia ili waitekeleze kazi yao. Wengine wao hawaitilii kazi yao maanani sana. Ningeiomba Wizara hii ichukue kazi hii ya kufikiria ni maofisa gani watakaozitengeneza barabara hizo kwa sababu tumekwishazipitisha katika Kamati ya Maendeleo ya Wilaya yetu.

Jambo la pili ni kwamba ninaishukuru Wizara hii kwa sababu Shirika la ~~Simu~~ <sup>Pocta</sup> na Mawasiliano limejaribu kufanya kazi nzuri. Tuliuliza tupewe simu kule Karandi Shopping Centre ambako ndiko kwenye hospitali ya Ng'arua. Katika enzi za wale waliokuwa wakitawala kabla sijaingia katika Bunge hili, watawala walikuwa wakizulia kuletwa kwa <sup>huduma za</sup> simu katika eneo hilo. Sasa ninaomba Wizara hii ili angalie jambo hili. Watu wengi huko walituma maombi wapewe <sup>huduma za</sup> simu, lakini watu 10 tu ndio waliozipata. Kutoka soko hilo hadi kwangu ni mwendo wa kilomita mbili, lakini mtu mmoja alikwenda mbele na kusema kwamba kwa mhe. Mbunge ni umbali wa kilomita tisa. Nilijiuliza, "Mtu huyu ana wazimu au ana sababu gani ya kupima umbali wa <sup>Kwangu?</sup> ~~kuangu~~." Hayo ni mambo mabaya sana. Tunataka maendeleo, na hatutaki siasa wakati wa kufanya maendeleo. Tunataka kituo hicho cha simu kiwe kikifanya kazi kwa sababu wananchi wa eneo langu wanataka sana <sup>huduma za</sup> kupata ~~simu~~ <sup>simu</sup>. ~~Ninaishukuru~~

MR. KILIKU: Jambo la nidhamu, Bw. Naibu Spika. Ni haki kwa mhe.

Mathenge kusema kwamba hatutaki siasa na hali yeye mwenyewe ni mwanasiasa? <sup>Atastaafu</sup> ~~Atastaafu~~ kutoka katika siasa; ataziwacha kabisa? Ni haki kwake kusema hivyo?

MR. MATHENGE: Bw. Naibu Spika, ninazungunza juu ya wale ambao wanaingiza siasa ndani na hali wao si <sup>wan</sup>anasisia kama sisi. Wale ambao wanakwenda huko "kuwakata miguu" watu wengine, huku wakisema eti kituo hicho cha simu kimejengwa mbali, hawafanyi vizuri. Tunakubali kwamba hizi ni siasa, lakini kuna watu wengine wanaoingiza mambo ya siasa za kuharibu maendeleo na hali wao si <sup>wan</sup>anasisia kamili. Hii ndiyo sababu ninasema kwamba inafaa waingie katika siasa kikweli ikiwa hivyo ndivyo wanavyotaka. Kuhusu habari ya simu, tunaishukuru sana Serikali yetu kwa sababu tumepata <sup>huduma za</sup> simu huko katika hospitali na maduka yetu, lakini wananchi wanaoishi k mashambani huko wangali wanataka <sup>huduma za</sup> kupata ~~simu~~ <sup>simu</sup>. Ni jukumu la Wizara hii kuona kwamba <sup>simu</sup> zimeenezwa kila

MR. MATHIENGE (CTD.):

<sup>huduma za</sup> mahali. Kuna <sup>z</sup>simu <sup>r</sup>hiyo iliyoko huko Ng'arua, kwa mfano, ambazo inafaa kuanezwa na kuwafikia wananchi waliojaza fomu za maombi, bila ubaguzi. Sote tunataka kuhudumiwa kwa njia hii.

Nitairudia habari ya barabara kidogo kwa sababu polisi wamewahangahisha wenye matatu sana. Unaposikia kwamba gari fulani halifai kuwa barabarani, polisi wenyewe ndio huwa hawataki gari hilo barabarani. Matatu huko hutumia barabara mbaya. Mwenye matatu hana nafasi ya kwenda mjini kumunua spare parts kwa sababu polisi wamechacha sana. Mtu kama huyo hulazimika kulifunga gari lake kwa kamba, na utaona kwamba watu hupata ajali za magari sana kule msituni kwa kuwa huko <sup>magari ya</sup>ndiko matatu hupitia huku <sup>hayaful</sup>vikiwabeba wananchi. Wananchi hawa wanahitaji kusaidiwa kuyatengeneza magari yao na kutumia barabara nzuri badala ya kuambiwa kwamba magari yao <sup>hayaful</sup>yanafai kuwa barabarani.

END W

MR. MATTHENGE (ctd):

Bw. Naibu Spika, huyu mwenye gari hana pesa za kununua gari kubwa, bali anaweza tu kununua ndogo. Badala ya kuisaidia mtu huyu, anamalizwa na anakwenda kuendesha gari lake kwa barabara mbaya. Kwa njia hii, hataweza kulipa kodi kwa vile hatumii barabara nzuri. Ingefaa polisi wafikirie juu ya jambo hili sana sana kwa vile watu wenye matatu na wengine ambao wana magari mabovu, hawana uwezo wa kununua magari makubwa.

Ninamuunga mkono Makamu wa Rais na Waziri wa Mambo ya Nchi aliposema kwamba utunzaji wa barabara umekuwa mbaya zaidi. Hii ni kwa sababu ajali nyingi za barabara hutokea kwa sababu ya utunzaji mbaya wa barabara. Mashimo yanayopatikana barabarani yanapasua tairi na magari mengi hugongana kwa njia hii. Haya yote hutokea kwa sababu ya barabara hizi kutotunzwa kama inavyo-hitajika. Ninaunga mkono yale yaliyosemwa kwamba idara za Wizara hii ziwe kila wilaya za kuangalia juu ya utunzaji wa barabara hizo. Sasa, tunajiuliza: Je, hawa watu wanaotunza barabara hizi, hawapitii kwa barabara hizo?

Jambo lingine ni kwamba barabara nyingine ni nyembamba sana, na gari lako likiteleza kidogo na lianguke, mbavu zako zinavunjika. Hii ni kwa sababu ya kuwa na barabara nyembamba sana. Wakati wa mvua, gari kubwa haliwezi kutoka barabarani kwa sababu litateleza na wewe m mwenye gari ndogo hauna la kufanya bali ni kuingia matopeni au msituni. Ingefaa wale wanao-tengeneza barabara waangalie jambo hili sana ili tuwe na barabara pana na zitunzwe vizuri. Kwa njia hii, ajali za barabarani zitapungua au zimalizike kabisa.

Ingefaa Wizara hii itilie mkazo kwa yale yote inayofanya. Hii ni kwa sababu tunatumia barabara hizi sana na ni kwa kupitia barabara hizi tunatarajia kuwa na maendeleo katika nchi hii.

Kwa hayo machache, ninaunga mkono.

THE MINISTER FOR LABOUR (Mr. Okondo): Thank you, Mr. Deputy Speaker, Sir, for giving me the opportunity to contribute to this Vote. I would like to

## THE MINISTER FOR LABOUR (ctd):

start by congratulating the Minister for producing a very progressive Vote in this Budget. He has done very well, indeed, and I believe that the services he has asked for would be fully implemented and maintained. We hope that a lot more would be done in the following year, and in the other years to come.

I would like to commend the Minister, especially, on the achievement of the telephone service. I think that this is one of the best success stories in Kenya. Wherever you go in Kenya, ~~practically~~ nearly in every district, you will find a telephone exchange and in every division you will find a telephone to ring <sup>up</sup> to some place. That is something that Kenya must be proud of and we must congratulate the Minister and his team for having done a wonderful service in this respect.

Mr. Deputy Speaker, Sir, when we look at our port services, we find that they are very good. They have served our interior very well and the Minister has made sure that they maintain <sup>A</sup> high standard. I do hope that they will continue to grow, especially now that our commerce is increasing internally and that we will need to call more on the port services. In this respect, I would like to suggest that the Minister looks <sup>at it a</sup> little more to see <sup>and</sup> which way improvements are required so that the planning is done now, so that we are not caught at the next step of development when we need more port services than we do at the moment. This is because, at the moment, I can fore-see that our port services would soon be congested within a very short time and we may run a risk of having to lose some traffic to neighbouring ports because we cannot handle the interior.

For example, as soon as Uganda gets calmer and is able to import more stuff, I believe that the Kenya Ports Authority would not be in a position to handle <sup>everything</sup> ~~everything~~ that comes in there. Since, at present, they have ~~got~~ a very foresighted Manager ~~who~~ who is doing a very good job; a well-learned fellow who knows very well what is going <sup>on</sup> and what is likely to happen, he should be required to put forward development proposals for the next 10 to 15 years.



This is necessary in order that when Uganda grows up and needs more services, we would be in a position to supply those services as efficiently as we have done before.

Mr. Deputy Speaker, Sir, there is an area to which I would like to draw the Minister's attention. I have in mind the deteriorating railways services. This country has to develop its railways services more. The management of the Kenya Railways Corporation <sup>has</sup> done <sup>it</sup> what they could to boost the economy with the equipment <sup>it has</sup> they have. What <sup>it does</sup> they do not have is enough motive power. I think the Minister should do a little more to provide <sup>it</sup> them with more motive power so that we can use the railways more often. What has happened, Sir, is that the railways are not able to take all the load that they can possibly take for various technical reasons. The result is that a lot of this load has to go on the roads. Because the roads have to bear all that load, they break up and we have to repair them. In doing so, we lose money.

In addition, Sir, we get congestion on these roads with these very long trucks. Even if their axle load is ~~rather~~ correct, their length alone mesmerizes a lot of drivers so that they keep looking at the wheels or get caught in the draught of the long vehicles and crash into them. Somehow, you get more accidents from these long and huge vehicles and, as a result, you are wasting foreign exchange <sup>earnings</sup> by losing so many vehicles in accidents. This is because whatever motor-car you lose in an accident, you have lost foreign exchange <sup>earnings</sup>. This is so because you bought it in dollars, sterling, French francs, yens and so on. The moment you lose that car in an accident, you have lost that foreign <sup>earning</sup> exchange and, probably, it has gone beyond what you bought it for, <sup>h.c.</sup> whereas, in fact, what is carried in the trailer, could have been carried in half a bogie.

I would, therefore, like to urge ~~to~~ the Minister for Transport and Communications to do a lot more to resuscitate the railways to their fullest capacity so that there will be a tendency to reduce the ~~to~~ density of

large truck traffic on the roads. In this way, <sup>earnings</sup> lives and foreign exchange would be saved which gets wasted ~~we~~ in twisted methods. Everywhere you go, Sir, you will find twisted mangled metal all over the place. We do not have a steel mill; all that represents foreign exchange that we bought; that we spent money on and it is no longer useful to us and yet, the railways are rusting for lack of frequency of runs on them. This is because we do not have enough motive power.

Mr. Speaker, Sir, this is a waste of a national asset to which we cannot close our eyes. We have to resuscitate it. The managerial capacity of the railways is there; it exists. We have engineers and capable people who can manage it. It is the equipment that they do not have. This is what this nation must sacrifice for in order to buy the equipment and to make the railways operate. In this way, the roads can be relieved of part of this huge load that they have to carry and thus wasting foreign exchange in many ways. We need this foreign exchange to even buy text books but most of it goes into twisted metal on the roadside. This is an area that the Minister should spend a lot more time looking at to see that we do not spend unnecessarily in this field.

Mr. Deputy Speaker, Sir, another area that I would like to draw the Minister's attention to is the Kenya Airways Corporation. This Corporation has really, three services to perform. The first and foremost, to me, as a Kenyan citizen, is to see that it serves Kenya well. ~~So that~~ if I want to go to Mombasa, Eldoret, Kisii, Kisumu and so on, I will have an aircraft to take me there. This has not been developed enough. Today, it is risky to even fly to Kisumu because you do not know whether the aircraft will take off. You go to the Airport and wait to take off but you are instead told that there are technical faults. It is not the fault of the pilot; the pilots are good. It is not the fault of the airfield; the airfield is perfect but it is because the machines are too old. I do remember way back in 1962 when we were in the Old Chamber and I asked that the Legislative Council approve the purchase of the first three foker-friendships.

## THE MINISTER FOR LABOUR (Contd.):

That was in 1962, <sup>which</sup> That is about 25 years ago. I know them. These aircraft are old and, no matter what you do, they are bound to fail. This is what is happening now so frequently that some of us who used to fly prefer to drive because the motor-car is more reliable to go to my Constituency in Bunyala than an aeroplane to Kisumu. This is speaking, as His Excellency the Vice-President and Minister for Home Affairs supports me, from experience.

Mr. Deputy Speaker, Sir, can the Minister make sure that the internal service has some new aircraft which can take us to Eldoret and back? Why is Eldoret not served? Also it should take us to Kisumu and back. It should also be able to take us to Kitale, Mombasa, Malindi, Mandera and so on. We need Kenya to be properly served so that we are one. This is a very important service.

The next area the Minister should look at in aircraft industry is that we should serve our neighbours. Of course, I know there is a problem in serving our neighbours. This is the problem of foreign exchange <sup>in that</sup> and they cannot pay us. If we send passengers there, or if we book passengers, say, from Dar Es Saalam, or from other places, we may not get paid. But this is an area that we should develop. If these internal and regional services are well developed, I am sure ~~that~~ we will have a very, very sound base for international services. But while we concentrate on developing international services and our home service is collapsing - as sometimes it does appear to me because of the number of times we have to wait at the Airport having missed an aircraft - we will find it very, very difficult to maintain a sound international service because our domestic service is weak.

Mr. Deputy Speaker, Sir, I am sure the Minister is fully aware of these things, and I am also sure that he is doing everything possible to improve the services. But I believe that his colleagues are also seeing these things and are supporting him in his efforts

THE MINISTER FOR LABOUR (Contd.):

to improve the services. That is all we are doing to give him support.

Finally, Mr. Deputy Speaker, Sir, I would like to say that the roads leading to certain district headquarters ought to be looked into. If I mention two Western Province districts - Busia and Kakamega - these have not been connected by a tarmac road. Perhaps the Minister, in his wisdom, sooner than later, will see to it that Busia and Kakamega are connected by a tarmac road. There is a lot more I could say on this vote, but for the moment, thank you very much.

I beg to support.

MR. MWAKILEO: Ahsante sana, Bw. Naibu Spika. Tuseme kwamba Wizara hii ina mambo ambayo yafaa kuzingatiwa kikamilifu kwa sababu ni Wizara ambayo imepewa jukumu la sehemu kadhaa ambazo ni za kutekeleza kulingana na maisha ya binadamu. Lakini utaona kwamba kati yetu sisi Wabunge kila anapotesimama anasema juu ya barabara. Hili ni jambo muhimu na pia la kweli. Lakini mimi nataka kutoa mfano mmoja. Katika sehemu ninayowakilisha kuna sehemu tatu ambazo ni daraja ndogo tu na kuna kambi tatu za wafanyakazi ambao wameyekwa hapo na wamekaa hapo zaidi ya miezi sita, kinachofanyika hakionekani. Hata ukijitahidi ndani ya mwezi mzima, upite pale uone kunaendelea nini, huoni. Yale mahema yako pale na nyumba zao ziko pale, lakini kinachoendelea hakionekani, na zaidi ni simiti ya Serikali inayouzwa. Hili ni jambo baya sana.

Sisi tunaona kwamba hizi pesa ambazo Waziri anahitaji kwa mashirika ya Bandari, Posta, Reli, barabara na kadhalika ni kidogo. Ingefaa ahitaji nyingi. Angehitaji pesa za kutosha. Lakini sisi hatukatai, wala hakuna pingamizi, wala hakuna ubishani kwa sababu hizo sehemu zote tulizozitaja ni sehemu ambazo zina wafanyakazi wasiopungua elfu moja na kitu. Pia zina mambo ambayo yanahitajika na yanaongeza faida katika nchi hii. Lakini kitu ambacho tunataka na tunasema ni huduma. Kwa mfano, kama ile daraja ya kwenda Manjera, huko Ngombeni

MR. MWAKILEO(Contd.):

Lokesheni, limechukua miezi sita kurekebishwa. Sasa hapo ndipo tuna-sema kwamba uangalizi pia uweko wa kutosha. Daraja la Mwachande kule Msambweni Lokesheni pia nalo ni fupi zaidi. Karibu mwaka mizima tumekuwa bila mawasiliano. Hatuna upinzani. Sisi tunataka Waziri aombe pesa zaidi ya hizo. Lakini kuwona uangalizi wa wale watu. Tunataka waangaliwe kikamilifu ili watu wapate kupeleka mazao yao mijini, na pia waweze kupeleka wagonjwa hospitalini kwa sababu ni njia ya barabara peke yake ambayo inaweza kuleta mawasiliano kuka-biliana na ugonjwa, biashara, kupeleka chakula mijini, na kadhalika. Lakini kama hakuna mawasiliano ya barabara, na daraja imekatika na hakuna njia nyingine, basi ni vigumu kuwasiliana.

Kwa hivyo, utaona kwamba kati yetu, kila anayesimama, hakuna anayelipinga jambo hili. Pia, tunaona kwamba Waziri ana kazi nyingi na ni juu yetu kumsaidia. Kwa kusaidia kwetu sisi, sisi ambao tunatoka katika mawakilisho yetu, ni yale ambayo tunayoyaona na wale watu ambao wako kule ambayo hayatekelezwi tunayopaswa kukufahamisha na tukikwa-mbia tunajua kwamba utayafuata.

Kwa ufupi kabisa, Bw. Naibu Spika, ukiangalia miaka kumi nyuma au kabla ya kujinyakulia Uhuru, Kenya Ports Authority ilivyokuwa na leo, kuna tofauti kubwa sana. Kitu kinachohitajika, kama ni mkopo na kadhalika, yafaa utolewe na wananchi wapewe nafasi za kutosha. Pesa wanazozitaka zitolewe. Yule ambaye ni mkurugenzi au yule ambaye anasinamia sehemu hiyo yafaa apewe nafasi ya kupanua ubongo wake na kusimamia sehemu hiyo sawasawa. Miminina furaha kuona kwamba maofisa wanaohusika na barabara, reli, Kenya Airways, Kenya Ports Authority, na kadhalika, wote wako hapa, na wanasikia. Kadirji ya zile ofisi nzuri walizo nazo yafaa wajue kwamba ni sisi hapa ambao huwapatia zile pesa. Halafu tunasema kwamba huduma ziendeleo na wafanye kazi. Mambo tunayosema hapa ndiyo ambayo wananchi wanahitaji. Sisi tunawapongeza maofisa hawa kwamba wamekuja kusikiliza kwa makini kabisa.

MR. MWAKILEO (Contd.):

Je, malalamiko ni kutoka Nyeri au wapi? Kumbe pia kutoka Kwale kuna Manjera Bridge ambapo watu wanalia. Je, kumbe malalamiko ni kutoka Kirinyaga na Butere pia? Kwa hivyo, yafaa wasikie kwa masikio yao kikamilifu, na sisi tunawapongeza kwamba wamechukua umuhimu na wajibu wao kusikiliza kwa makini yale mahitaji ambayo tunawasilisha hapa. Mahitaji yetu sisi ndiyo yao na ndiyo ya wananchi, na kuyatekeleza ndiko kuijenga nchi. Lengo letu ni kuelekea mbele. Tunaposema kwamba Waziri ameomba pesa kidogo siyo kwamba tunasiona ni kidogo. Tunasiona ni nyingi lakini tunazona ni kidogo kulingana na yale mahitaji yaliyoko. Tunataka ziwe ni za kutosheleza maana zikiwa ni nyingi na matumizi yawe mabaya, basi zitakuwa hazifai.

End Y.

MR. MWAKILEO (Ctd. ):

Nasema hivyo kwa sababu pesa hizi zikiwa nyingi na matumizi yake yawe kama yale ya daraja la Manjera au Mwachande, na lile lingine la Mwaluanga-Eshu pahali ambapo ninapitia kila siku, jambo hili litakuwa halifai hata kidogo. Hivyo ni kusema kwamba tutakuwa tukitoa pesa za kuharibu. Lakini pesa tunazozungumza juu yake ni kidogo zikilinganishwa na halmashauri zilizo chini ya Wizara hii ambazo tunajua umuhimu wake. Tumetaja Halmashauri ya Kenya Ports Authority, Kenya Posts and Telecommunications na kadhalika. Kila mhe. Mbunge ambaye amesimama kuzungumza, amesema kwamba kuna Subscriber Trunk Dialing (S.T.D) ya simu katika sehemu yake. Hii ni kwa sababu anaiona huduma hii. Tunasema kwamba pesa hizi ni kidogo kwa sababu zinafanya kazi. Kwa hivyo, mimi ninaiunga mkono Voti hii kikamilifu.

Ningetaka Wizara hii ipewe pesa hizi ili iweze kutoa huduma kama za (S.T.D.) na huduma nyingine katika Kenya Ports Authority. Wale wakurugenzi wanaofanya kazi hiyo, ni lazima pia wapatiwe nafasi ya kufanya kazi yao bila kuingiliwa. Hatutaki mambo ya kichini-chini. Nasema hivyo kwa sababu ikiwa maafisa wanapatiwa nafasi ya kuipamua kazi ya halmashuri hizi, watajua kwamba wamekaa sawasawa/basi wataendelea na kazi yao vizuri. Ikiwa wataendelea kufanya kazi katika hali hii, wataweza kuutumia ujuzi walio nao kikamilifu. Kukiwa na makosa, hayo ni mambo mengine, lakini ikiwa ni kufanya kazi, ni lazima maafisa wapatiwe nafasi ya kufanya kazi yao kikamilifu bila kuingiliwa. Ikiwa ofisa amepatiwa kazi ya kutengeneza barabara na anafanya mambo mengine ambayo hayalingani na kazi hiyo, tunapoelezwa jambo hilo, ni lazima hatua ichukulive. Ikiwa kule Majera ni mbali na habari haifiki Nairobi upesi, ikiwa Mwaluanga-Eshu ni mbali na habari haifiki Nairobi upesi, kesho au kesho kutwa habari hiyo itafika.

Baada ya miaka 24 ya Uhuru, ukiangalia kazi ya Halmashauri ya Posta na Simu au ile halmashauri nyingine ya Reli - - -

Huu mtindo wa magari <sup>ya</sup> la moshi kuanguka ni lazima uangaliwe. Ni lazima jambo hili  
 lichungu <sup>usawa</sup> <sup>dia</sup> kwe kwa sababu palipo na usalama, makosa hutokea. Ikiwa miaka iliyopita  
 kulikuwa hakuna mtindo huu, <sup>na</sup> sasa ni kwa nini umeanza? Ni wajibu wetu sisi

kuitilia nguvu ile mipango ya maendeleo ambayo inaendelea sasa katika Wizara hii.

Vile vile, ni lazima tuipatie Wizara hii pesa za kutosha ili kuweza kutoa huduma

zinazofaa. Tunapowapatia pesa hizi, ni lazima a wazitumie kikamilifu ili kuhakikisha

kwamba tunapata maendeleo kwa sababu lengo letu ni kuendelea mbele. Mimi ninaishu-  
 zaidi ya

kuru Wizara hii kwa sababu ina <sup>sehemu</sup> ~~kakaka~~ sita kama tulivyotaja hapa ambazo  
 inaangalia. Sehemu hizo zote zinaangaliwa na Waziri mmoja tu na anajitahidi kama

anavyoweza kufanya kazi. Tunamwomba Munge ampata nguvu ili aendeleo kufanya kazi

yake pamoja na wale <sup>wake</sup> ~~wato~~ wanaosimamia sehemu ambapo wamepewa madaraka. Tungetaka

~~kwa~~ waendeleo kufanya kazi yao kwa ~~ma~~ makini na wazidi kutia bidii <sup>kwa</sup> ~~na~~ kutumia

uwezo wao wote.

Kwa hayo machache, ninaunga mkono voti hii ili pesa zitolewe.

MR. MUNYAO: Thank you very much, Mr. Deputy Speaker, for giving me this  
 opportunity to join my colleague, <sup>S</sup> in congratulating the Minister, and the entire staff <sup>in the</sup>

Ministry, for working together ~~with the Minister~~ to achieve all the success that  
 we have been talking about this afternoon.

Mr. Deputy Speaker, Sir, the Minister for Transport and Communications  
<sup>and part of mwala</sup>  
 has been to our area, in Mbooni, ~~and~~ and he toured a lot of that area. We do agree  
 that earth roads must all the time be maintained because they are not all-weather  
 roads. We would like the Minister to come out with a formula whereby road licences  
 are categorized. I am saying this because there is no fairness in somebody who  
 uses tarmac road, to pay the same road licence as those people in Mbooni who use  
 livestock-track, form of roads. The Minister has been to my areas and he is aware



MR. MUNYAO (Contd.):

of this. In the olden days, we had tarmac roads of only about four kilometres and the rest of the roads have never been tarmacked and they are all earth roads. I would request the Minister, although we are happy about the maintenance unit which is maintaining these roads now and then --- Mr. Deputy Speaker, Sir, I do remember that the Minister, who is now sitting across in front of me, agreed in this House that several roads in my area would be murrumed. I am surprised to note that up to now none of those roads have ever been tarmacked or bridges built. He has talked about this and although he said that the road has been designed, up to now there is no communication through this road with some parts of Mbooni.

Therefore, Sir, I would request the Minister, if not during this Financial Year, then maybe during the coming financial year, to try and give us some few tarmacked roads so that we may also share this national cake. One road which perhaps the Minister knows well is from Tawa to Kikima which passes through an area which is very rich in horticultural produce, milk, the latter of which is transported to the Kenya Co-operative Creameries everyday. During the rainy seasons, this road is totally impassable. So, we would like the Minister to consider tarmacking the road from Tawa to Kithimani, joining the Thika Road. That road Makutano-Mwala-Kabaa-Kithimani is a very busy road and after every three minutes a vehicle passes through it. We pay for road licences and I am sure the meaning of a road licence is to make the person who uses that road to pay for its use. If that is the actual meaning of a road licence, then the Minister will have to give the licences in our area a different name. This is because some parts of my area do not have any roads at all. So, why should they force people there to have that small sheet of paper called "a road licence"? Let them be called "track licences" or "livestock-route licences".

MR. MUNYAO (Ctd.)

Mr. Deputy Speaker, Sir, while speaking about the areas I have referred to, I would also like to remind the Minister what his Assistant Minister promised this House before we broke off for recess in July; that <sup>is</sup> Mamunyu Market would be tarmacked. It is a high time that this was done and as he said, that this is a time for getting the finances, I would like to remind him that this is a very small area to be tarmacked. The Minister himself has been there and he ~~x~~ saw the place. Every work has been completed, that is mapping and budgeting of the work. However, it was said that this work would be done before the end of the year and I would be very happy ~~it~~ if it would be done. I would also like to remind the Minister that the potholes that I was talking about before we went on recess are still there and some of them are three feet wide <sup>near Yathiu</sup> in Nyathiu Market and in some ~~of~~ other areas. These potholes have not yet been filled up to this moment. I do not know how the Assistant Minister gave out his directives. Perhaps when he issued <sup>those</sup> ~~these~~ directives something went wrong because nobody ever took care of <sup>them.</sup> ~~this.~~ I would like to congratulate the Minister, particularly for the good work that ~~x~~ his officers ~~who~~ have been rendering us with postal services. I am saying this because we have telephone <sup>services</sup> all over ~~x~~ the place, as my friends have been saying, and we can now communicate in every part of Kenya. The Minister promised that we were going to have a post Office at ~~x~~ Kalawa before the end of the year. It is true that this is going to happen because now they have <sup>up</sup> ~~put~~ posts and so on and we are sure that we are going to have a telephone exchange there. However, I would like the Minister to consider giving us a full post office at Kalawa Market because this area is very far from the major towns and commercial banks are not available there.

END Z

JMK

MR. HUNYAO (ctd.):

There are farmers there who would like to bank their money in a post office and there are also teachers who would like to save the money they pay in form of bus fare coming to Machakos. The area is big and has beautiful buildings and, if the Minister could consider providing full postal services, the wananchi would really be very ~~happy~~ happy with him.

The other thing that I would like to draw the attention of the Minister to is that in some of the towns where telephone extensions have been opened up, very few of them have telephone booths. I would like to inform the Minister that just supplying telephone ~~za~~ services to individuals is not enough. You only serve the whole population when you install a few telephone booths so that whoever wants to make a call can do it. There are a few markets where ~~it~~ telephone services have been provided but there are no telephone booths for public use.

Mr. Speaker, Sir, I would now like to turn to railway services which are also rendered by the Ministry. We would like to appeal to the Minister to think of joining Konza and Machakos by railway line and go up to Kitui. Machakos Town has now become more industrialised than it was ever before. There are several millers there and we would like the sugar and other foodstuffs which are transported by road to be transported by railway line. A lot of people have hired vehicles from Mbocni and other areas just to come and see a train along Konza or Athi River Railway line. We want to appeal to the Minister that he should have a plan to have a railway line serving Machakos town.

Sir, I want to take this opportunity to congratulate the President for appointing a new board to Kenya Airways. Kenya Airways is one of the best airlines we have ever seen before, but we need to promote it even more so that when the aircraft is travelling, it may be doing so in full capacity. The Minister and his officers need to appeal to the foreigners in this country, mostly Asians, to travel Kenya Airways. It is so surprising that when you go to the Jomo Kenyatta International Airport you find Asians queuing at the British ~~ix~~ Airways terminal. You ~~would~~ would

MR. MUNYAO (ctd.):

think there is an exodus of Asians from Kenya. Why can those ~~six~~ Asians not travel Kenya Airways? We need to promote our airline much more than we are doing now. I am very happy that one of our diplomats has been appointed to head this organisation, and I am sure that enough promotion is going to be done. Also, I am happy that hon. Gecaga, who has never identified himself with any failure, was ~~appointed~~ appointed to chair the board of directors. With that kind of chairman and ~~other~~ the managing director and other few board members, I am sure that the airline will make ~~the~~ a headway. We need the airline promoted because it is one of the best airlines which flies around here and ~~which is~~ <sup>it should be</sup> reliable.

Mr. Deputy Speaker, Sir, I ~~would~~ would hate to repeat what one of the Ministers here said, that the aircraft owned by Kenya Airways is old. That is not a language to be used in this ~~is~~ public forum because we should campaign for the airline in order ~~to~~ for it to operate fully. If one starts to say that the aircraft is old, he will be scaring potential customers. We ~~z~~ should be proud of whatever aircraft the airline owns although we know they are very few and aged. Being aged does not mean that the aircraft is unserviceable; it is totally serviceable and it is better than the aircraft owned by any other airlines around. I would appeal that the members of Kenya Airways staff do continue to maintain the present standard.

ADJOURNMENT

MR. DEPUTY SPEAKER: Order! Order! Hon. Members, it is now time for the interruption of business. The House is therefore adjourned until tomorrow, <sup>7<sup>th</sup> October, 1987</sup> ~~Wed~~ Wednesday at 9.00 a.m.

The House rose at thirty minutes past Six o'clock.

END..... AA.

SA

R E P U B L I C O F K E N Y A

T H E N A T I O N A L

A S S E M B L Y

O F F I C I A L R E P O R T

Wednesday, 7th October, 1987.

AFTERNOON SITTING

PAPER LAID

ORAL ANSWERS TO QUESTIONS

Question Nos. 533, 518, 542, 490, 528, 531, 535, 529,  
545 and 429

Question No. 524 - Deferred.

POINT OF ORDER:

An Hon. Member should be Requested to Lay on the Table  
the Documents he has Quoted from - No Need to do that  
Because the Hon. Member has Already Referred to Those  
Documents.

COMMITTEE OF SUPPLY

Motion: That Mr. Speaker do now Leave the Chair - The  
Minister for Transport and Communications on  
6-10-87 - Resumption of Debate interrupted  
without Question put Due to Lack of Quorum.

H A N S A R D

Wednesday, 7th October, 1987

The House met at thirty minutes past Two o'clockMr. Speaker in the Chair

PRAYERS

PAPERS LAID

The following Paper was laid on the Table:-

The Coffee Board of Kenya  
Balance Sheet and Accounts,  
30th September, 1986

(By the Minister for Agriculture  
Mr. Mwangale)

ORAL ANSWERS TO QUESTIONS

Question No. 533

MR. MUIA asked the Minister of State, Office of the President:-

- (a) whether he was aware that the officers stationed at Kola Police Post are accommodated in very poor houses;
- (b) <sup>the</sup> ~~what~~ steps he is taking to provide decent accommodation to these officers; and
- (c) whether he could also consider upgrading the post to a full Police Station and if so, when.

THE MINISTER OF STATE, OFFICE OF THE PRESIDENT (Mr. ole Tipis): Mr. Speaker, Sir, I beg to reply.

(a) There is no established Police Post at Kola trading centre in Machakos District.

(b) Since there is no establishment of a police post at <sup>parts of the</sup> Kola trading centre, this Question does not arise.

(c) Arising from my reply in parts (a) and (b), part (c) of the Question does not also arise.

MR. MUIA: Mr. Speaker, while thanking the Minister for that reply, does he ~~deny~~ <sup>agree with me</sup> that there <sup>are</sup> police officers who spend their nights and days patrolling certain areas in Machakos and their

MR. MUIA (ctd.):

place of domicile is Kola Market?

MR. ole TIPIS: Mr. Speaker, I have no querrel with my hon. friend. As stated in my original ~~re~~ reply, there is no police post or patrol base which has been established at Kola trading centre in Machakos District. The five police officers temporarily accommodated at the Ministry of Transport and Communications camp at Kola are just there for regular patrol duties in the area. Kola area falls under the Kilome Police Station which is quite a distance away. In view of this long distance, it was found necessary to organise regular police patrols at Kola and the surrounding areas. In view of the nature of their duties, the Government has not found it necessary to put up living quarters for these police officers. However, subject to a recommendation by the District Development Committee, (DDC), and the availability of funds, the Government may consider in future putting up a police post at Kola.

Mr. Speaker, may I also add that due to the nature of the duties of these officers, having to patrol and move regularly from one particular area ~~at~~ to another, then, of course, they have to live in temporary structures to enable them to perform their duties well.

Question No. 518

MR. OMIDO asked the Minister of State, Office of the President what action he has taken on a complaint addressed to the Commissioner of Police by Mr. Samuel Mwangi Njogu of P.O. Box 17056, Nairobi, dated 15th May, 1986, in which the complainant alleged that he was physically assaulted by police officers.

THE MINISTER OF STATE, OFFICE OF THE PRESIDENT (Mr. ole Tipis): Mr. Speaker, Sir, I beg to reply.

The Commissioner of Police has not received a complaint by Mr. Samuel Mwangi Njogu dated 15th May, 1986.

THE MINISTER OF STATE, OFFICE OF THE PRESIDENT (Mr. ole Tipis) (ctd.):

However, I am aware that Mr. Samuel Mwangi Njogu reported at Jōgoo Police Station on 7th August, 1985 that police officers had assaulted him on 4th August, 1985. The complaint was thoroughly investigated and it was found that there was no evidence to show that the complainant was physically assaulted by anybody and consequently, the matter was closed.

MR. OMIDO: Mr. Speaker, I am surprised that the Minister says that the Commissioner of Police did not receive this complaint. This is because, I wrote a letter to him requesting him to look into this complaint after the complainant had approached me. The Commissioner of Police wrote back to me and said that the matter was being looked into. How come now that he did not receive the complaint? Who investigated the incident; is it the same officers who were suspected or was the investigation carried out by different officers?

MR. ole TIPIS: Mr. Speaker, what actually happened, for the information of my friend, was this: On 7th August, 1985, Mr. Samuel Mwangi Njogu of P.O. Box 17056, Nairobi, and a resident of Bahati Estate, House No. 1674, reported at Jogoo Police Station that he had been assaulted by police officers in his house on the 4th August, 1985 at about 9.30 p.m. He was issued with a P3 Form and an enquiry file was opened on the matter. The complaint was thoroughly investigated, including recording statements from 16 witnesses and the complainant was medically examined, but it was found that there was no evidence to show that he had been physically assaulted by anybody. Consequently, the enquiry file was closed and the matter ended there.

Mr. Speaker, that is all I have to say. I have a copy of the P3 Form here together with an X-ray report by the medical officer who examined the complainant.

(END A.....)



Question No. 524

MR. GACHANJA asked the Minister for Local Government:-

(a) whether he is aware that there is no electricity in Kabiria and most parts of Mutuini Villages of Dagoretti; and

(b) when the residents can expect electricity supply in those areas.

THE ASSISTANT MINISTER FOR LOCAL GOVERNMENT (Mr. Ogle): Mr. Speaker, Sir, I would like to apologise for not having an answer to this Question because it was sent to the Ministry of Energy and Regional Development originally, and we only got it this morning. So, I would like to request that it be deferred until next week when I will have an appropriate answer.

(Question deferred)

Question No. 542

MR. WAKIONDO, on behalf of Mr. Mate, asked the Minister for Lands and Settlement how many land appeal cases are still pending in Embu District and when they are going to be heard.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutura):

Mr. Speaker, Sir, I beg to reply.

The number of appeals pending are 69, and these are made up as follows:-

(a) Sixteen appeals whose case files are with the District Commissioner, Embu, pending to be heard under powers delegated by me to him. This is the final stage of these appeals.

(b) Fifty-three appeals are at the early stages of Committee hearing, Arbitration Board and Objection petitions.

All these pending appeals are being processed according to rules of land adjudication and also on the basis of when the District Commissioner finds time to hear the final appeals.

MR. WAKIONDO: Mr. Speaker, Sir, while appreciating the answer given by the Assistant Minister, I would like to know whether he could tell this House when the 16 cases at the District Commissioner's discretion <sup>will</sup> be speeded up according to the law he has quoted?

MR. MUTURIA: Mr. Speaker, Sir, as you know, district commissioners are very busy people. However, as soon as the District Commissioner, Embu, gets time, he will hear these cases, which are not very many.

MR. SHIKUKU: Arising from that reply, Mr. Speaker, Sir, could the Assistant Minister tell the House what happened to those district commissioners who were appointed to look into these land cases? Are they still functioning or have they just disappeared into thin air? These matters should be speeded up.

MR. MUTURIA: Mr. Speaker, Sir, the district commissioners in question are doing their jobs as assigned. They have not disappeared.

MR. SHIKUKU: Mr. Speaker, Sir, the hon. Member has not answered the question. He has told us that the district commissioner is a very busy man, and that made me think of the other provision that was made to the effect that some district commissioners who had retired formerly were going to listen to land cases. What happened to them? Why do they not take up these cases, rather than wait for <sup>a</sup> the Presidential Commission? That is what I am asking.

MR. MUTURIA: Mr. Speaker, Sir, the district commissioners who have retired, as hon. Shikuku says, are not very many; they are very few. However, there are cases which we do not have to refer to these people. Such cases can be dealt with by the relevant district commissioners.

HON. MEMBERS: What are they doing? What are they doing?

MR. NYAGA: Mr. Speaker, Sir, we had two special district commissioners hearing these appeal cases in Embu, but they were withdrawn before these cases were finalised. The present District Commissioner is very busy indeed, and he cannot handle these and all other cases in the district. Could the Assistant Minister assure this House that one such special district commissioner is going to be sent to Embu to complete the hearing of these appeal cases as soon as possible?

MR. MUTURIA: Mr. Speaker, Sir, that can be considered.

MR. SHIKUKU: Mr. Speaker, Sir, the hon. Assistant Minister has not given a complete reply to the Supplementary Question asked by hon. Nyaga. With

MR. SHIKUKU (CTD.):

only one consideration in mind, we would like to know when action will be taken in this respect. Can the Assistant Minister assure us that one of these special district commissioners will be posted to Embu to listen to these cases? The wananchi there are waiting for action.

MR. MUTURIA: Mr. Speaker, Sir, as I said earlier on, these are only 16 cases. In fact, the District Commissioner, Embu, has not suggested that he cannot handle them. So, <sup>the hon. Member should</sup> be patient and the District Commissioner will handle these cases.

Question No. 490

MR. SPEAKER: Is Mr. Mwachofi not here? Okay, we will leave his Question until the end.

Mr. Lukindo.

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir.

MR. SPEAKER: No, Mr. Shikuku, we have already moved to another Question.

Question No. 528

MR. LUKINDO asked the Minister for Labour:-

(a) whether he is aware that the family of the late Mr. Samson Muthembwa, N.S.S.F. No. 012 998 133, who died on 28th January, 1985, have not been paid his dues; and

(b) when they will be paid.

THE ASSISTANT MINISTER FOR LABOUR (Mr. Obure): Mr. Speaker, Sir, I beg to reply.

(a) I am aware that the family of the late Muthembwa Ngovu has not been paid his contributions to the <sup>Fund</sup> N.S.S.F. because the claimants have failed to produce the certificate of dependency on the deceased.

(b) They will be paid as soon they furnish the Fund with the necessary certificate confirming that they were the only lawful dependants of the late Muthembwa.

MR. LUKINDO: Mr. Speaker, Sir, while thanking the Assistant Minister for his reply, I would like to know whether he will assure this House that Mr. Muthembwa's dues will be paid soon after the Fund gets the required information.

MR. OBURE: Mr. Speaker, Sir, I would be very pleased to confirm and assure the hon. Member for Taveta, and this House, that as soon as the certificate of dependency is obtained, the family of the deceased will be paid.

MR. SHIKUKU: Arising from that reply, Mr. Speaker, Sir, could the Assistant Minister enlighten those of us who may not know what is happening as to whom the next-of-kin gets the certificate of dependency from?

MR. OBURE: Mr. Speaker, Sir, this certificate is obtained from the *Fund.* ~~H.S.S.F.~~ In this particular case, the form was sent to Mr. Muthangya, who is a brother of the deceased. Unfortunately, it was not returned duly completed as required.

Question No. 531

MR. KIKUYU asked the Minister for Transport and Communications:-

(a) when the Ministry will put guard rails on Mwanja Bridge on the Machakos-Katumani Road; and

(b) whether he could consider raising the level of the bridge and re-survey the road to avoid the sharp corners near the bridge.

THE ASSISTANT MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Keriri):

Mr. Speaker, Sir, I beg to reply.

(a) The installation of guard rails on Mwanja Bridge on the Machakos-Katumani Road is on hand, and is expected to be ready by the third week of October, 1987.

(b) The bridge does not require raising, but it requires a major improvement by widening it. The work of re-surveying and aligning the road requires a substantial sum of money, and the Ministry does not have such funds at the moment. However, adequate warning signs for sharp bends and the narrow bridge will be placed at appropriate distances so that motorists can approach

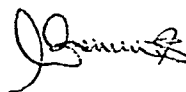
THE ASSISTANT MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Keriri)(Ctd.):  
and cross the bridge safely.

MR. KIKUYU: Mr. Speaker, Sir, I brought up part (a) of this Question because the Question was here last year, and the Assistant Minister answered it in the same way he has done now. Could he assure us now that the work there has truly commenced and that it will be completed? Most buses travelling on that route fall into the river at that juncture.

MR. KERIRI: Mr. Speaker, Sir, I would like to give that assurance. Incidentally, I would like to solicit some assistance from the hon. Member. Could he tell us whether he has been there of late and whether the work has commenced, or not?

MR. KIKUYU: Mr. Speaker, Sir, to answer the Assistant Minister's question, I was there last Sunday coming from a Harambee funds drive in Kimutw'a Sub-Location, and I saw that no work had commenced. Unless this work was started either last Monday or yesterday, it had not yet commenced.

END B



Question No. 535

MR. P.T. MUNGAI asked the Minister for Water Development when the work on the second phase of Komothai Water Project, Gatamaiyu Location in Lari Division will commence.

THE ASSISTANT MINISTER FOR WATER DEVELOPMENT (Mr. Kiptanui):

Mr. Speaker Sir, I beg to reply.

Work on the second phase of Komothai Water Project, Gatamaiyu Location in Lari Division will commence when funds are made available for construction of the project. Up to this Financial Year, no money has been allocated for this project.

MR. P.T. MUNGAI: Mr. Speaker, Sir, I would like to ask the Assistant Minister why no money has been allocated to this project this Financial Year?

MR. KIPTANUI: Mr. Speaker, Sir, it is because of the given ceiling ~~put~~ to the Ministry of Water Development that we were not able to finance this Mathira project which ~~is~~ is now in its second phase as said earlier on.

MR. P.T. MUNGAI: Mr. Speaker, Sir, I would like to draw the attention of the Assistant Minister to the fact that phase (I) of this project is already complete and has served only a few people. The majority of people have not been served by this project and I am wondering whether the Assistant Minister can <sup>speed up</sup> ~~make~~ this work ~~quicker~~ so that this majority of people can make use of this project.

MR. KIPTANUI: Mr. Speaker, Sir, knowing the area and the already constructed phase and the one in question with an amount of Sh.16.6 million, we are not at this time able to further fund this project until much later in the year.

Question No.529

MR. MUIA, on behalf of Mr. Munyao, asked the Minister for Water Development:-

- (a) whether he is aware that Mbumbuni Water Project has developed a serious problem and that Kitondo Secondary School has not been getting regular water supply; and
- (b) whether he will take urgent steps to rectify this problem.

THE ASSISTANT MINISTER FOR WATER DEVELOPMENT (Mr. Kiptanui):

Mr. Speaker, Sir, I beg to reply.

(a) Yes, the Minister is aware that Mbumbuni Water Project has developed a problem, and that Kitondo Secondary School has not been getting regular water supply. This is because the self-help group has over-burdened the project by extending supply beyond the design area. This means that the supply originally designed for Mbumbuni and Kitondo Secondary School is now serving additional areas and so naturally, it has become inadequate. Further, the old pump has been over-burdened.

(b) In the circumstances, the Ministry has bought a new pumping set which was installed on Friday, 25th September, 1987 and is now operational. The situation has therefore improved. However, the Ministry will continue to ration the available water as it is not adequate for everybody. The Ministry will also increase the hours of pumping for the ~~the~~ line leading to Kitondo Secondary School, in order to improve the school's water supply. However, in the circumstances, the Board of Directors of the school would be well advised to consider constructing roof catchment to harvest rain water as an additional source during the problematic periods.

MR. MUIA: While thanking the Assistant Minister for that reply, Mr. Speaker, Sir, the information I have from the hon. Member for that area is that it is not only this particular school, but there is also another school called K Kisau Girls Secondary School with 500 students and Nduluku Village Polytechnic with about 200 students. The new machine which the Assistant Minister is talking about - which was installed - is not pumping enough water to these three institutions including Kitondo Secondary School. So, when <sup>is</sup> ~~it~~ the Assistant Minister going to ensure that these three institutions plus the market place get sufficient water from the new pumping machine?

MR. KIPTANUI: Mr. Speaker, Sir, while I appreciate the problem of the two institutions he has mentioned, in addition to this one in question, I said earlier on that this water project was designed to cater for some areas but it was extended to other areas and so the water does not reach these extended areas. We will do what we possibly can to alleviate the problem. Since we have installed a new ~~ss~~ pumping set in addition to the old one, the pumping hours to these schools will be increased so that the capacity of water from this self-help project will serve the institutions mentioned. But, I still maintain the fact that the water source is not having enough water for these areas which need water.

Question No. 545

MR. GALGALLO, on behalf of Mr. Boru, asked the Minister for Water Development:-

- (a) how many dams were constructed by the Dam Construction Unit in Marsabit North Constituency from 1983 to 1986; and
- (b) when he will construct dams at Hurri Hills, Laga Balal and Dida Galgalu as recommended by the District Development Committee.



## THE ASSISTANT MINISTER FOR WATER DEVELOPMENT

(Mr. Kiptanui): Mr. Speaker, Sir, I beg to reply.

(a) There were no dams constructed by the Dam Construction Unit in Marsabit North Constituency from 1983 to 1986 because the Unit was busy doing similar work in other equally dry areas of Wajir, Isiolo Garissa and Mandera Districts.

(b) It is expected that the Dam Construction Unit will move to Marsabit North Constituency in three months time to construct dams at Hurri Hills, Laga Balal and Dida Galgalu as recommended by the District Development Committee.

MR. GALGALLO: Mr. Speaker, Sir, while appreciating the Assistant Minister's answer, can he tell the House why this unit was concentrated only in one province whereas there are other districts in this Republic which are suffering from lack of water and they need this Dam Construction Unit?

MR. KIPTANUI: Mr. Speaker, Sir, we wish that the Ministry has 41 dam construction units to cater for every district. Since we do not have that number, we have to share and that is why we had to move this Dam Construction Unit. Logically, and considering the distances, when the Dam Construction Unit is moved from a far distance, it also costs a lot of money when these machines are moved. So, we would rather concentrate on one area for a given period and then we move to another area. Now, we have plans to move to this area to construct pumps and dams in Marsabit North Constituency where we will construct two new dams; and then move to Isiolo and construct three pumps, and so on.

Question No.429

MR. arap KOSKE asked the Attorney-General:-

- (a) (a) whether he is aware that Mr. Elijah K.A. Cheruiyot was sentenced to eighteen months imprisonment by the Resident Magistrate, Kericho in criminal case No.2385 of 1983;
- (b) whether he is further aware that Mr. Cheruiyot served six months in jail and on criminal appeal No.280, of 1984, Nakuru, he was acquitted and the sentence set aside; and
- (c) what action he is taking to ensure that the complainant is compensated for the period he was in jail.

END C.....

*Kiana  
Rw*

THE ATTORNEY-GENERAL(Mr. Muli): Mr. Speaker, Sir, I beg to reply.

In reply to parts (a) and (b) of the Question I would like to say that I am aware except that the appeal was allowed and the accused was discharged but not acquitted as the hon. Member says in part (b) of his Question.

However as regards part (c) of the Question, Mr. Speaker, Sir, I have this to say: As the law stands now, and having the greater public policy in mind, there is no, and there should be no, resort to successful appellants in criminal cases moving against the State for compensation for the period they might have been in prison or in custody. This is so on the principle that a person ~~is~~ on conviction is presumed to have committed the offence as opposed to before conviction where the presumption of innocence is held.

So, Mr. Speaker, Sir, the question of the complainant being compensated for the period he was in custody or in jail does not arise.

MR. SPEAKER: Mr. Ddaiddo.

MR. DDAIDDO: Mr. Speaker, Sir, following the reply given by the Attorney-General - and if I heard him properly - on part (c) of the Question, he spoke of "greater public policy". He did not quote any section of our laws. Can he prove to this House that there is a law which states categorically that a person who moves against the State for compensation cannot be paid compensation?

MR. MULI: Mr. Speaker, Sir, I said that there is no law that provides for compensation for the period that a person has been in custody. As to whether there is any specific law which bars anybody from going to court to ask for that compensation, I am not aware of it. But the success of his application for compensation may be in jeopardy.

MR. BOMETT: Mr. Speaker, Sir, since it is very apparent and also very clear that this law as it stands now is unfair, and since it is very unfair when a person is jailed and when he appeals and is acquitted is not compensated, would the Attorney-General consider bringing a law to this House that when a man appeals he can be compensated adequately?

MR. MULI: Mr. Speaker, Sir, let us start from the beginning. When a person has been held in ~~the~~ custody pending trial he is presumed to be innocent and he is supposed to be brought to court as soon as possible. On conviction the balance reverses; he is no longer unlawfully held. He is now in custody & lawfully having been convicted; he is a convicted person. If he appeals against this conviction and the conviction is set aside on upholding his appeal, during those periods the person cannot now claim to have been unlawfully detained. Therefore, he cannot claim for compensation.

As to the propriety of bringing ~~the~~ a law to pay compensation, I have answered here ~~and~~ before and said that I do not think that at the moment it is opportune, in public interest, that such a law should be brought.

MR. SHIKUKU: Arising from that reply, Mr. Speaker, Sir, and which I consider a sad one--- I say this because I have tasted prison life. Would the Attorney-General consider the views of ~~the~~ ~~the~~ hon. Members who are the spokesmen of the people, that if there is no law time has come when he should bring a law here whereby if you <sup>are</sup> acquitted or you are wrongly confined--- The other day I gave an example of a person who served 15 years out of a term of

20 years with strokes. This man was acquitted after serving 15 years out of a ~~was~~ prison term of 20 years with strokes. Would the ~~Attor~~ Attorney-General consider the views of this House and bring a law to this House? I am not asking him to do so on his own accord or feelings but on demand of the people's ~~representatives~~ ~~the~~ representatives. Would he consider bringing a law here to provide for that?

MR. MULI: Mr. Speaker, Sir, I am not talking about my own feelings as the hon. Member for Butere is trying to imply. The public interest does not demand or rather persuade me at the moment that a person who has been held on a very serious charge and has been convicted and on appeal he is released on a technicality, compensation should be paid.

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir. The Attorney-General should not talk about technicalities. We are talking about acquittal and sentences being set aside. When he talks of public interest, does he consider the views of this House? Where is this public interest? Is it not represented in this House? Since we the spokesmen of this ~~not the~~ public ~~interest~~ interest are saying so, why does the Attorney-General not get ~~persuaded~~ persuaded? We are the spokesmen of the people. We have been elected to this House by the people.

MR. MULI: Mr. Speaker, Sir, ~~Excuse me~~ I do not think the hon. Member has got the consensus of this House yet. He is just expressing his own opinion. However, matters of this nature need to be considered. I will be quite happy to consider this matter if the hon. Member would write me a memorandum showing the balance of probabilities to warrant otherwise.

MR. SPEAKER: Let us go back to Mr. Mwachofi's Question.

Question No. 490

MR. SHIKUKU (kwa niaba ya Mr. Mwachofi) alimwuliza Waziri wa Wafanyakazi:-

- (a) ni hatua gani Serikali imechukua kuhakikisha kwamba Taita Traders P.O. Box 8, Voi wamelipa mabwana Charles Mwasigwa, Silvester Mwaluma, Robert Kasina na Julius Muindi mishahara na marupurupu yao yote baada ya kuwafuta kazi bila makosa yo yote;
- (b) ni kwa nini huyu muajiri anaruhusiwa kuwanyanya\_asa wafanyakazi vile anavyotaka; na
- (c) ni adhabu gani Wizara itakayompa huyu muajiri ili apate nidhamu.

THE ASSISTANT MINISTER FOR LABOUR (Mr. Obure): Bw. Spika, naomba kujibu.

Wizara ya Wafanyakazi imechukua hatua ili hawa mabwana walipwe mishahara pamoja na marupurupu yao. Hawa wafanyakazi wanne waliachishwa kazi mnamo tarehe 6.3.87 baada ya wao kukataa kutii amri iliyowataka wapakue mizigo kutoka kwa gari wakati walipokuwa kazini. Hawa wafanyakazi waliyapeleka malalamiko yao kwa Ofisa wa ~~Leba~~ Leba kule Voi mnamo tarehe 23.3.87 na baada ya mkutano baina yao na ~~muajiri~~ <sup>muajiri</sup> wao Ofisa huyo wa Leba aliamua walipwe mshahara wa notisi ya mwezi mmoja kila mmoja wao na pia ~~na~~ pesa za ~~zi~~ siku walizokuwa wamefanya kazi pamoja na pesa za likizo. Kwa jumla malipo ~~yote~~ hayo yote yalikuwa KShs. 3,177.70 na ~~muajiri~~ <sup>muajiri</sup> alizilipa pesa ~~hizi~~ hizi kwa ofisi ya leba huko Voi mnamo tarehe 26.3.87. Lakini wafanyakazi hao walikataa kuzichukua pesa hizo, hadi sasa, kwa sababu walifikiri kwamba matakwa ~~haya~~ h yao hayakutimizwa.

Bw. Spika, uchunguzi uliofanywa na ~~ofisa wa Leba~~ Ofisa wa Leba kule Voi baada ya Swali hili kuletwa Bungeni umethibitisha kwamba muajiri huyo hajawahi kuwany\_anya wafanyakazi hawa kwa njia yo yote. Kwa mfano ~~muajiri~~ muajiri huyo alikuwa wakiwalipa wafanyakazi wake mshahara wa KShs. 680/- kila mwezi kwa kila mfanyakazi ijapokuwa mshahara wa chini, kulingana na sheria iliyoko,

D.5.

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THE ASSISTANT MINISTER FOR LABOUR(Mr. Obure)(ctd);

huko Voi ni KShs.372/- kwa mwezi.

Kuhusu sehemu ya (c) ya Swali hili, ningependa kusema kwamba hakuna adhabu yo yote atakayopewa muajiri huyo kwa sababu yeye bado ~~hazajaf~~ hajavunja sheria.

END.D...

MR. SHIKUKU: Bw. Spika, kufuatana na hayo majibu ya Waziri Msaidizi kwamba k hawa wananchi hawakunyanyaswa, ana habari kwamba m mnamo tarehe 19.3.87, h hawa wananchi walienda kumwona Provincial Labour Officer, Coast, ambaye alimwandikia Labour Inspector Incharge, Voi, akimuuliza awasaidie wananchi ~~kufanywa~~ hawa kwa sababu yeye alifikiria kwamba wana kesi. Yeye hajawahi kufanya k hivyoy, wala kujibu barua ya Provincial Labour Officer.

MR. OBURE: Bw. ~~Mwaka~~ Spika, ripoti ambayo nimelipatia Bunge hili iliandikwa baada ya uchunguzi kufanywa.

MR. SHIKUKU: Bw. Spika, mhe. Waziri Msaidizi anaweza kuniambia ni nani alifanya uchunguzi huu, na ulifanywa lini? Nauliza hivi kwa sababu kuna kesi nyingi kama hii. k Ofisa wa wafanyakazi wa Voi, au wa Butere au wa mahali popote, -nina kesi nyingi k kama hizo - anaweza kupatana na yule mwajiri na akose kutimiza wajibu wake. Uchunguzi huu ulifanywa na mtu gani?

MR. OBURE: Bw. Spika, uchunguzi huu ulifanywa na Ofisa wa Wafanyakazi Voi. Mpaka sasa tuna imani naye kwa sababu yeye ni mfanyakazi wa Serikali ambaye tunatengemea akituakilisha katika sehemu hiyo. Mhe. Mbunge aliyeuliza Swali hili ametaja mambo ya kunyanyasa wafanyakazi, lakini hajaeleza ni kwa njia gani wafanyakazi wananyanyaswa. Sisi kama Wizara tutachukuwa hatua mara moja ikiwa anaweza kudhibitisha kwamba wafanyakazi wanayanyaswa kwa njia nyingine yeyote.

MR. SHIKUKU: Bw. Spika, kufuatana na hilo m jibu kunyanyaswa kwa hawa wafanyakazi kunaonekana ~~kwa~~ katika barua iliyoandikiwa k Katibu Mkuu tarehe 17.10.1986. Katika barua hiyo walieleza wazi taabu wanazopata kutoka kwa mwajiri huyu, na isitoshe, alipowafuta kazi, hakuwalipa pesa zozote kwa kufanya kazi ile mwezi



MR. SHIKUKU (CTD.):

ambaye amekubali kuwalipa. Pia hakuwapatia notisi ya mwezi moja kabla ya kuwafuta kazi. Barua ya mwajiri ambayo niko nayo hapa inaeleza <sup>Waziri</sup> kwamba sasa amekubali kuwalipa. Bw. Spika barua ya mwajiri inasema hivi:-

"Therefore, you are hereby, ~~Summary~~ dismissed, and your services are no longer required by us. You may call and collect your five days pay, worked for this month. If you do not come to collect your five days dues, then we will consider the same as payment for ~~the~~ loans".

Bw. Spika, hapa hasemi chochote kuhusu ule mshahara wa mwezi moja ambao hulipwa badala ya kutoa notisi ya mwezi moja. Sasa Waziri Msaidizi anasema jambo hilo. Yeye alikuwa anawanyanyasa kwa kuwafuta kazi na kuwaambia kwamba hawatapata chochote ~~mwezi~~ mpaka wakati Wizara ilipoingilia jambo hili. Huku ndio kuwanyanyasa kama mhe. Mwachofi alivyosema.

MR. OBURE: Bw. Spika, sasa nimeelewa mhe. Shikuku alikuwa akisema nini juu ya kunyanyaswa. Sisi kama Wizara hatukubali kabisa kwamba mwajiri yeyote anaweza kuwanyanyasa wafanyakazi wake. Tuliposikia kwamba wafanyakazi wanne wamefukuzwa kazi bila kupewa hati yao, sisi kama Wizara tuliliingilia jambo hilo, tukafanya uchunguzi na tukaita mkutano wa mwajiri na hawa wafanyakazi na baadaye tukaamua kwamba huyu mwajiri awalipe hawa wafanyakazi in lieu of notice. Hizi pesa Bw. Spika, Ksh.3,177.70 bado ziko kule Voi, na hawa wafanyakazi wanaulizwa wazichukue kwa sababu ni k haki yao.

(END.....E)

7.10.87..

JMK

MR. ABUYA-ABUYA: On a point of order, Mr. Speaker, Sir. I was wondering whether it would not have been in order for hon, Shikuku to lay the documents he was referring to on the Table of the House.

MR. SPEAKER: No, he has already read out the letter. What else do you want now? Next Order.

## COMMITTEE OF SUPPLY

(Order for Committee read being the Eighth Alloted Day)

## MOTION

THAT, Mr. Speaker do now leave the Chair.

Vote 14 - Ministry of Transport and Communications.

(Minister for Transport and Communications on 6.10.87)

(Resumption of Debate interrupted on 6.10.87)

MR. MICHOMA: Ansante sana, Bw. Spika, kwa kumipatia fursa hii ili nami niujiunge na Waheshimiwa Wabunge wenzangu katika kuiunga mkono Hoja hii ya Wizara ya Uchukuzi na Mawasiliano. Kwanza kabisa, nataka kuishukuru Wizara hii kwa yote iliyotimiza. Kwa mfano, nataka kumshukuru Mtukufu Rais kwa kuliokoa shirika letu la ndege ambalo lilikuwa linafifia. Pia, namshukuru kwa ~~ku~~ kumteua mhe. (Dkt.) Cecaga, ambaye ana ujuzi mwingi, kuwa mwenyekiti wa shirika hilo la ndege pamoja na Bw. Joe Nyaga kuwa mkurugenzi mkuu wa shirika hilo. Ninawajua watu hawa wawili na nina hakika kwamba watalifufua shirika letu la ndege tunalolitegemea sana. Kile tunachotakikana kufanya ni ku kuwaunga watu hao wawili mkono kwa dhati na tukiona kosa fulani tuwashauri ili shirika hilo liweze kuendelea vyema. Wale tunaosafiri tunajua kwamba ndege zetu, hasa zile za zamani, zinachelewa na tunatumaini kwamba wakurugenzi walioteuliwa watalitatua tatizo hilo.

Bw. Spika, nataka pia kulishukuru Shirika la Reli la Kenya, linaloongozwa na Mkurugenzi Mkuu, Bw. Mimano, ambaye ametekeleza kazi nzuri sana. Ingawa hivyo, nataka kusema kwamba tangu tujinyakulie Uhuru, Serikali haijajenga reli mpya ingawa Hoja nyingi za kufanya hivyo zimepitishwa katika Bunge hili. Kwa mfano, njia ya

MR. MICHOMA (ctd.):

reli itokayo Kidawa kupitia Kericho, Kisii hadi Tarime ni ya maana mno kwa sababu kuna mazao mengi katika sehemu hizo yanayohitaji kusafirishwa.

Jambo lingine ambalo nataka kuishukuru Wizara hii <sup>kwalo,</sup> hasa upande wa Kenya Ports Authority, ni lile k la kujenga Inland Container Depot hapa Nairobi ambapo halmashauri nyingi za Serikali zimepata ploti pamoja na Halmashauri ya Kahawa Nchini, ambako tunaweza kujenga maghala ili kurahisisha usafirishaji wa mazao.

Nikigusia p upande wa barabara, nataka kusema kwamba ingawa Wizara ya Uchukuzi na Mawasiliano imejaribu inavyoweza, barabara nyingine zimekuwa hazipitiki. Ninaishukuru Serikali kwa kukubali kuiweka <sup>lami</sup> barabara itokayo Kisii hadi Kibirigo, ~~Kisumu~~ na Chemoset. Sasa itakuwa rahisi kwa wale wanaoishi Kisii na Nyanza Kusini kusafiri kuja Nairobi. Pia, kunayo barabara nyingine itokayo Sotik kupitia Narok kuja Nairobi ambayo ni ya muhimu na inayostahili kuweka lami. Kuna barabara nyingine nyingi ambazo ningeweza kutaja, kama ile itokayo Kamagambo kupitia Etago, Mugunga, Nyangusu, Gesusu, Masimba, Keroka, ~~Masa~~ Mochenwa kupitia Matogo na Magwagwa. Hiyo ni barabara ambayo itakuwa imeunganisha mawasiliano ya Wilaya mbili za Kisii na Nyamira. Nataka pia kusesitiza umuhimu wa barabara za kahawa pamoja na njia ya reli itokayo Meru hadi Nanyuki. Barabara za kahawa zimekuwa mbaya mno. Rural access roads ndizo tu ambazo zimeiokoa nchi hii, na tunaitaka Wizara ya Uchukuzi na Mawasiliano izitilie maanani sana na kuwa na vikundi kadha wa kadha za kuzirekebisha barabara hizi katika kila wilaya. Tunamshukuru Mtukufu Rais pia kwa kusema kwamba maendeleo yarudishwe wilayani manali wananchi wengi wanakokaa, lakini tatizo ~~moja~~ moja ambalo linawakabili wananchi huwa ni kutopitika kwa barabara wakati wa mvua, hasa katika pande za Kisii na Meru na sehemu nyingine nyingi za Kenya ambako ~~kut~~ kunalimwa kahawa. Hakuna barabara nzuri zinazoweza kutumiwa kusafirisha kahawa kutoka viwandani hadi Nairobi.

Bw. Spika, Serikali inapata kodi kubwa sana kutokana na mauzo ya kahawa, na wakulima ~~na~~ wamekuwa wakilia kwamba export duty ipunguzwe kwa sababu imekuwa mzigo ~~mz~~ mzito sana kwao. Tunashukuru kwamba cess inayotozwa kahawa na serikali za wilaya imepunguzwa kutoka asilimia tatu hadi asilimia moja, lakini wakulima

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MR. MICHOMA (ctd.):

wanastahili kutiwa moyo ikiwa tunataka kuitekeleza hati ya Serikali Nambari Moja ya 1986 iliyopitishwa na Bunge hili. Wakulima wa kahawa wanafaa kusaidiwa pia kwa sababu sasa tunasikia kwamba bei ya mbolea imepanda juu. Wakulima wa kahawa pia wanataka kusaidiwa kwa kutengenezwa barabara safi, nguvu za umome ili kahawa iweze kusagwa wakati wa usiku, simu na vifaa vingine vingi. Yafaa barabara za kahawa ziwe zinapitika usiku na mchana na pia wakati wa mvua. Si haki Serikali kuendelea kutoza ~~uz~~ faida inayopatikana kutokana na kahawa kodi zaidi kwa sababu jambo hilo limewavunja moyo wakulima wa kahawa. Hadi sasa, wakulima wanadaiwa pesa nyingi sana na Serikali ingawa Waziri wa Fedha aliposoma Bajeti ~~alikuwa~~ alisema kwamba madeni yangepunguzwa. Hata Halmashauri ya Kahawa inapokopa pesa kutoka benki kuwalipa wakulima, ni ~~uz~~ lazima kwanza tuliye Hazina ya Serikali ndipo baadaye tualipe wakulima. Je, hii ni njia ya kuwatia wakulima wa kahawa moyo? Nafikiri Waziri wa Fedha, akishirikiana na Waziri wa Uchukuzi na Mawasiliano, anapaswa kuweka juhudi zaidi kuwasaidia wakulima ili waweze kuongeza zao la kahawa linaloipatia nchi hii pesa nyingi za kigeni. Ingawa ~~uz~~ tumelisema jambo hili mara kwa mara na wakulima wameililia Serikali bila hatua yoyote kuchukuliwa, nafikiri lingekuwa jambo bora sana kutekelezwa kwa sababu Serikali imesema kwamba kufikia mwaka wa 2,000 tutakuwa tumeongeza mazao mara tatu. Je, hii ndiyo njia moja ya kuongeza mazao ikiwa tunawatoza wakulima kodi kubwa kabla ya kuwalipa na pia bila kuwatengenezea barabara? Kwa wakati huu, mabaraza ya <sup>makanseli</sup> ~~konosi~~ mengi hayatengenezi barabara licha ya kuwatoza wakulima kodi inayoitwa cess. Hata wakulima wangependelea sana ikiwa ile sehemu ya asilimia moja ingeondolewa na waulizwe wenyewe kujitengenezea barabara hata ikiwa watalazimika kukodisha matrakta, badala ya <sup>kutezwa</sup> ~~kutoza~~ kodi kubwa. Wizara ya Fedha pamoja na ile ya Uchukuzi na Mawasiliano, na Serikali kwa jumla, hazijawahi kuitikia ombi la wakulima.

END..... F.

MR. MICHOMA (CTD):

Jambo lingine ambalo ningetaka kusema ni kwamba viwanja vya ndege kokote nchini, hasa kule Homa Bay, Kisii na kwingineko, ingefaa vifanuliwe ili watu waweze kusafiri bila matatizo. Hii ndege inayoitwa Forker Friendship imekuwa kama matatu, na ukisafiri nayo unasikia kama unasafiri kwa trekta. Kwa hivyo, yafaa iondolewe pesa zikipatikana na nyingine inunuliwe. Pia ingefaa Serikali inunue ndege nyingine ndogo ndogo ili zipate kwenda popote ambapo wananchi wangependa kufika.

Jambao langu la mwisho, Bw. Spika, ni kumwomba Waziri ~~amachusika na~~ ~~Waziri hii~~ achunguze barabara inayotoka hapa Nairobi kwenda Limuru. Ukifika karibu na Limuru wakati wa usiku unakutana na magari makubwa makubwa.

Kwa hayo machache, ninaunga mkono.

MR. arap BOMETT: Thank you very, very much, Mr. Speaker, Sir. I also rise to contribute on this very important Vote and ~~very important~~ Ministry. It is important because communication is a means around which all other ~~in~~ Ministries do revolve. We cannot have hospitals and schools without good roads, so, I think ~~that~~ this Ministry is a very, very vital Ministry.

Mr. Speaker, Sir, I would <sup>like</sup> first of all ~~like~~ to say a few things that I feel the Ministry has achieved. One of them is <sup>on</sup> making of roads. ~~Within~~ <sup>in</sup> Nakuru District, there is a project known as 'German Regravelling Unit'. This unit has done a very good job. I think the Ministry should emulate that group of people who are working in that unit, ~~and~~ we should have our own <sup>Kenyan</sup> Kenyans operating a regravelling unit. Indeed, we used to have one; I remember that when I was in that Ministry many years back, we used to have a regravelling unit which was very well equipped and which was doing a very good job. So, I would like to thank the Ministry for regravelling of the road from Bahati to the border of Nakuru and Baringo at Kisanana. I would also like to thank the Ministry for similar work which was done between Rongai and the Visoi area.

Having said that, Mr. Speaker, Sir, I would like to say that tarmacking of roads in Kenya leaves a lot to be desired. I do not know whether it is a mistake of the international contractors, or whether it is a mistake of our engineers. I am

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MR. arap BOMETT (CTD):

saying this because the roads that are made do not last at all. For example, the road between Kisumu and Nakuru has been done several times but after every three years you find people going back to patch up the same road. Who is making this mistake? Is it that we do not have engineers to supervise the construction of these roads, and make sure that they are built according to international standards? We have got one road which was built by the Italians between Nakuru and Nairobi. Although this road is almost worn out, it is still very strong. I challenge our young indigenous engineers to be patriotic and construct good roads.

END G

MR. arap BOMETT (Contd.):

It is a shame, Mr. Speaker, Sir, that we borrow a lot of money from the World Bank, or we go begging in the world, and when the money comes here, maybe - I do not say "yes" - a few fellows get cuts here and there. They get beautiful cars. What do we get in turn? We get second-hand roads which do not last. Our roads should last, say, 50 years before they are repaired.

Now, having said that, Mr. Speaker, Sir, I would like to say something about the railway. I am glad that the Mover, the hon. Minister, did say something about the railways. He said that there will be ~~another~~<sup>an</sup> additional railwayline. But I laugh, and I have seen a lot of people in the countryside laugh as well. At the moment, what the railway does is only to have passenger train between Mombasa and Nairobi, and one train at night to take our Nyanza friends between Nairobi, Kisumu and Butere. But the normal carriage of goods is almost non-existent. I challenge anybody to tell me how many wagons move nowadays between Mombasa and Malaba? Almost all the wheat is being ferried ~~by~~<sup>through</sup> our road system. This is why we have a lot of accidents because lorries that are not meant to be on our roads are there. So, we have to do something about the railway. The Ministry of Transport and Communications must make sure that the railway committee or board produces results because as it is now it is almost "dead". It is "dead". We must speak the truth. If you say "no", let us prove it. I ask you to give us figures and facts. How many bags of maize have been taken from Kitale to Nairobi by the railway? Give us the number. Prove it.

Mr. Speaker, Sir, we have got wagons which are lying there - refrigerated wagons - which used to take milk from Kitale, Eldoret and Nakuru to Nairobi. Are they moving the milk now? No! Only private <sup>trucks</sup> huge ~~trucks~~ which travel on that road. We do not need them. We need

MR. arap BOMETT (Contd.):

the refrigerated <sup>Trucks</sup> ~~trucks~~ to go to the Kenya Co-operative Creameries (K.C.C.) Nakuru and take the milk to Nairobi. At the moment, you will find that the farmers are crying. Milk is kept in depots. It is not being carried because there are not enough <sup>Trucks</sup> ~~trucks~~ to carry it. Why? Because individual transporters do not have enough money to spend. Yet we have public money. If you go to the railway yard you will find that there are so many <sup>trucks</sup> ~~trucks~~.

Mr. Speaker, Sir, when I read the papers today, I almost cried when <sup>I read what</sup> the Minister said that we do not have the rolling stock. We have the rolling stock, <sup>In fact,</sup> ~~20 of the~~ wagons are lying in the yard. What are they doing there? They are just lying simply because we do not plan. They are also lying there because diesel is being stolen. We must speak the truth. People are not patriotic. They are not serving the country properly. I think the railway has failed us, and it is time they are told to "wake up". The Kenya Railways and also the Kenya Meat Commission and so on are not giving us results. Every year we come here, pass money, and then people just go back and say, "How much did we get this year? Gentlemen, let us sit together and share this money". This is public money and we are here to give the money, but the money must be spent on public utility.

Mr. Speaker, Sir, I want to talk about air transport and freighting of our horticultural produce to Europe. We are cutting ourselves out of the European market. The farmers of Kenya are growing a lot of horticultural produce. Avocado, for example, We cannot sell our avocado now and we cannot also sell pineapples. Why? Because price of <sup>the</sup> ~~the~~ freight is shooting up every year. Who <sup>is</sup> ~~is~~ benefiting? It is the foreign agent. Who is giving them permission to increase the air-freight? It is our own people. For example, now it costs KSh.46/- to take one carton of vegetables to European markets. As a result, West Africa is getting the market. Even countries south of us, like



MR. arap BONETT (Contd.):

South Africa or Zimbabwe, are <sup>getting</sup> taking the horticultural markets. I appeal to the Minister to see to it that before they increase the price for the freight <sup>of</sup> the horticultural produce, we should be very careful because we are hurting our own farmers. We are hurting our own people. The produce will cost more and when it reaches the European market, we are unable to compete with those that are subsidised. So, I appeal to this Ministry which is so important to support us and the country, and be patriotic.

I support the Vote.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mitura):

Ahsante sana, Bw. Spika, kwa kunipatia nafasi hii ili nami niseme machache kuhusu Wizara hii ya Uchukuzi na Mawasiliano.

Kwanza kabisa, ningetaka <sup>Kuushukuru</sup> laushukuru Waziri wa Wizara hii pamoja na wafanyakazi wake wote kuanzia Katibu wa Kudumu kupitia kwa wakurugenzi wa <sup>indata ambazo ziko</sup> ~~wyama ambavyo~~ viko chini ya Wizara hii ambayo ni ya muhimu sana katika nchi hii yetu ya Kenya. Watu wengi katika nchi hii hawajui ni kazi gani ambayo inafanywa na Wizara hii. Wizara hii inafanya kazi ya muhimu sana katika nchi hii na inatumikia wananchi kwa njia nzuri sana kila mahali ambapo Wizara hii inahusika.

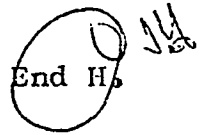
Kwanza, Wizara hii inahusika na barabara. Pili, wanayo reli. Halafu wanayo Kenya Ports Authority. Pia, wanayo Kenya Airways. Tena wanayo Kenya Posts and Telecommunications. Pia, wanalo shirika la kutoa leseni za magari. Tena wanalo shirika ambalo linahusika na ndege na pia shirika ambalo linahusika na hali ya anga. Kwa hivyo, ukiangalia utaona kwamba ukiilinganisha Kenya na zile nchi nyingine za bara <sup>la</sup> Afrika utaona kuna tofauti kubwa sana. Mimi nimewahi kutebea katika bara <sup>la</sup> Afrika. Utaona kwamba huwezi kulinganisha barabara za Kenya na za nchi nyingine yoyote katika bara la Afrika.

Bw. Spika, tunaitolea Wizara hii shukrani nyingi sana ijapokuwa bado hawajaimaliza kazi yote. Lakini yafaa tufahamu kwamba

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Maturia)(Contd.):

Roma haikujengwa kwa siku moja. Wanaenda mbele kila mwezi. Kila mwaka kuna kitu ambacho kinaendelea kuhusu barabara zetu za Kenya.

Bw. Spika, ukiangalia upande wa reli, utaona kwamba nchi hii inahudumiwa na reli ambayo <sup>inatoka</sup> inaunganisha Mombasa mpaka Uganda, ijapokuwa hawana shukrani. Utaona kwamba hawa watu wa reli wanaifanya kazi nyingi sana.

End H. 

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutoria) (contd.)

Kuna mabogi ya watu na ya mizigo. Pia, reli inatumikia nchi zingine ambazo hazina bandari; kama vile Uganda, Sudan, Rwanda, Burundi na Zaire. Ningependa kutoa shukrani zangu kwa shirika la Reli la Kenya, isipokuwa kuna watu wengine ambao wanapewa huduma hii na hawana shukrani; wanawauwa watu wetu.

Tukizungumza kuhusu Halmashauri la Bandari ya Kenya, ninaweza kusema kwamba hakuna lingine katika Afrika mzima ambalo linaweza kusawazishwa nalo. Halmashauri la Bandari ya Kenya limejengwa kwa njia ya kisasa, na pia linatumikia Afrika na dunia nzima kwa kuwafunza watu wanaotumikia huduma za usafiri wa majini. Halmashauri hili lina jumba la mkutano ambalo hutumiwa na ulimwengu mzima wakati wana mambo kuhusu usafiri wa majini.

Tukizungumza kuhusu Shirika la Ndege la Kenya utaona kwamba - ingawa inasemekana kwamba lina matatizo kadha wa kadha, hakuna shirika lingine katika Afrika ambalo linaweza kujivuniwa. Sitaki kuongea mengi kuhusu mashirika mingine katika Afrika, lakini ukichunguza kwa makini utaona kwamba ni Shirika la Ndege la Kenya linaloendelea kweli. Ndege zake inaondoka kutoka hapa nchini na kwenda kote ulimwenguni. Hata juzi juzi, ni ndege la Kenya ambalo lilimbeba Mtukufu Rais mpaka huko Finland. Liliendeshwa na rubani wa Kenya, si mtu wa kukombolewa. Lilifika na likarudi salama usalamini. Ukisikia mambo kuhusu mashirika mengine ya ndege, ni mashirika kwa jina tu. Mara nyingi huwa yanaendeshwa kwa njia ya faida tu.

Tukizungumza kuhusu Shirika la Posta na Simu, utaona kwamba hili ni shirika la ajabu sana, kwa sababu hakuna soko lolote katika Kenya ambalo ni la maana ambalo halina simu. Kwa sasa wameanza kutumia Subscriber Trunk Dialling (~~STX~~ (S.T.D.)).

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutoria) (Ctd.):

Wakati wa ukoloni hungekuwa na matumaini kwamba simu ingefika Mandera; Garissa; Liboi; Marsabit; au Moyale. Tunaposema hivi sasa Moyale imeshapta huduma za kupiga simu moja kwa moja. Hii ni kuseam kwamba Shirika ~~ka~~ hili limefanya mambo mazuri na tunaendelea. Hata wameanzisha speed posta na unaweza kutuma barua kwa haraka sana. Leo asubuhi nilipata barua kutoka Mombasa ambayo ilitumwa kutoka huko asubuhi hii - sijui ilikuja na njia gani. Wameendelea sana, hata wameanza hata simu zile za karatasi. Hii ni kuonyesha kwamba Kenya ime enda mbele sana na kila mtu katika nchi hii anafaa kujivunia Kenya.

Ukiangalia upande wa Transport Licencing Board utapata kwamba kila gari lina faili yake. Ikiwa ni ajali imetokea, ukienda katika ofisi ya Transport Licencing Board huwezi kukosa faili ya gari yenyewe. Utaelezwa gari lililofanya ajali yenyewe. Mara moja tu utatolewa faili na hilo gari litajulikana ni la nani na limepitia mikono mingapi. Hii ni kuonyesha kwamba wana mipango madhubuti.

Ukiangalia upande wa Civil Aviation utaona kwamba katika anga la Kenya hakujakuwa na ajali yoyote ya ndege kutokana na matatizo ya ukosefu wa uhodari wa kuendesha ndege. Zinaendeshwa na njia nzuri, na wataalamu wetu wanaofanya kazi katika radars zetu wanaendelea vizuri sana. Hilo ni jambo la kujivunia.

Ukiangalia hali ya anga utaona kwamba karibu watu kutoka Afrika nzima wanakuja hapa Nairobi kujua kwao kutakuwa aje; kutanyesha lini; kutakauka lini; kwa vidè hawana vyombo kama ~~zile~~ zile tunavyo hapa. Kwa hivyo, kila mtu ni lazima ajivunie Kenya ili tupate kuendelea namna hiyo. Tunawatakia heri na ufanisi ili waendeleo kufanya kazi kwa bidii.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutoria) ctd:

Tena ukiangalia, utaona kwamba watu hawa wote wamefuzu vizuri, baada ya kufanyiwa uchunguzi mkali, na hilo ni jambo zuri sana.

END I.....

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Muturia) Ctd:

Kutokana na hayo, Bw. Spika, kuna kitu kimoja ambacho tungetaka Wizara hii itufanyie. Tungependa Wizara hii itengeneze barabara ya lami kutoka Maili Tatu kupitia M'Nyiri Divisional Headquarters na kuelekea Mutuate Market hadi Mutuate Police Station na iunganishwe na barabara ya Isiolo na River Tula. <sup>Jambo hili likitangika wa mjini</sup> Kwa njia, mwendo kutoka Wajir hadi Meru na Nairobi utafupishwa kwa kilometa 100. Barabara hii itakuwa rahisi kujenga kwa sababu haina mito na shida nyingine za kuwasumbua mafundi wa mitambo kwa kujenga madaraja. Kitu ambacho watafanya ni kuweka mifereji tu na mambo yote yatakuwa sawa sawa.

Ningependa kuishukuru Wizara hii kwa kitu kimoja. Kwa mfano, hapo zamani ilikuwa ni vigumu sana kwa watu wa Meru kusafiri hadi Kitui na hali sisi ni watu wa mkoa mmoja na tuko jirani. Haya yote yalisababishwa kwa sababu ya <sup>na</sup> Mto Tana. Mto huu ulileta shida kwa ~~kwetu kwa~~ <sup>watu wetu</sup> kuungana na watu wa Kitui. Kwa wakati huo, tulikuwa tunasafiri kutoka Meru hadi Nairobi kupitia Machakos na mwishowe kuelekea Kitui. Kwa wakati huu, tunapitia Meru National Park au mawakilisho ya mhe. Wakiondo, kupitia Daraja ya Luseni na tunaingia Kitui hadi Mombasa. Ningependa kuishukuru Wizara hii kwa jambo hili.

Kitu cha mwisho ambacho ningependa kuiambia Wizara hii ni juu ya vipuli. Wafanyakazi wa Wizara hii wanafanya kazi nzuri na ~~na~~ <sup>wanazotumia na</sup> mashine ~~wanao~~ tumia yake sawa lakini nyingi zimeharibika na hazifanyi kazi. Kwa sababu, vipuli vya trakta, kama vile, D4, D6, Caterpillar na kadhalika haviko na utapata trakta hizi zote hazifanyi kazi katika kila wilaya. Hata tippers na loaders hazifanyi kazi. Ni lazima Wizara hii ifikiri sana juu ya vipuli ili wavinunue, magari haya yatengenezwe na yaanze kufanya kazi. Magari haya yote yakianza kufanya kazi, kazi itafanywa haraka kwa vile Wizara hii ina mafundi wa mitambo wa kutosha.

Kwa hayo machache, ninaunga mkono.

THE ASSISTANT MINISTER FOR CULTURE AND SOCIAL SERVICES (Prof. Sumbi):

Thank you very much, Mr. Speaker, Sir, for giving me this opportunity to contribute to this Motion. First of all, I would like to take this opportunity to thank the Minister and his staff, particularly, the Kenya Railways Corporation. This Corporation provides the cheapest means of transport to the wananchi and it has done a good job. I would like to thank the Kenya Railways for taking into account the <sup>four</sup> requests I made to them in 1984. I am glad to report to this august House that all of them have been answered favourably, that is, extension of the railway line to Makindu Hospital. We people who live at Makindu could not cross over water underneath the railway line; stoppage of passenger trains at Kathekani, Mbuinzaui and Kiboko was introduced and finally, last month the construction of level crossings at Mbuinzaui and Kiboko was started. I would like to thank the Kenya Railways Corporation for a job well done.

Mr. Speaker, Sir, this Corporation, the Ministry and Kenya can do more in terms of extending the railway line. In the past, we passed a <sup>Member's</sup> private Motion requesting the extension of the railway line in other parts of Kenya. I hope that the Ministry and the Treasury will implement some of these Motions and extend the railway lines.

There was a move some time back, to try and have the water that used to be utilized by trains <sup>stored</sup> before diesel came into use. This water that pass through <sup>the areas</sup> where the wananchi live could be taken over by the Ministry of Water Development and be given to the people. The Corporation has no quarrel with them; they have provided water in many places. I think, if the Ministry of Water Development and the Corporation's section that deals with water, worked together, they could serve the wananchi better. I would like to suggest to the hon. Minister to do something about that.

Time and again in this House, Questions are asked by hon. Members complaining about roads in their constituencies or in Kenya generally. We know that the resources we have are limited and there is no doubt about it.

THE ASSISTANT MINISTER FOR CULTURE AND SOCIAL SERVICES (Prof. Sumbi) Ctd:

I feel that the resources that we allocate to roads, could be utilized better. For example, Mr. Speaker, Sir, a road is graded, murramed and it is certified that it has been done properly. After two rainy seasons, it becomes worse than it was before it was murramed. I think we have the manpower, the brains, technology and people who can make sure when a job is done, it is done well. There is a saying which goes that if you do something, you either do it well or do not do it.

For example, a road from Emali to Makueni in my constituency was murramed a couple of years ago and if nothing to it before the rains, the Minister ~~would~~ <sup>will</sup> not be able to pass through that road on his way to the Divisional Headquarters at Makueni like he did last time. I hope that something would be done about that. Kibwezi is a new Division and I think it is leading in the nation in terms of horticultural farming. This is because we have six all year round rivers and the residents grow citrus fruits, vegetables and a lot of horticultural crops are exported to Europe. I hope that roads would be constructed <sup>in</sup> that area and that some of them would be classified and taken over by the Ministry.

As I was saying before the Minister came into the House, I would like to thank him for the good job that the Kenya Railways Corporation has done. However, I have to make a few complaints about the job that is done on roads.

END J



THE ASSISTANT MINISTER FOR CULTURE AND SOCIAL SERVICES (Prof. Sumbi) (Ctd.):

I would not like to accuse somebody who is outside if I am not able to prove that he has not done well. But every time I go to some of these places, wananchi complain that officers maintaining these roads using tractors are selling diesel, wire mesh, cement and so on. After the rains I find that culverts have been swept away. This makes me feel that probably there is some truth in what wananchi have been complaining about. Maybe the Minister or the Ministry will appoint some people from the Ministry as their private eyes to go on supervising the officers in the field to really ascertain whether some of these things do take place in some of these areas.

Sir, as I said, I think if possible the Ministry should be given extra funds so that it can do a better job. I hope, as the Vote here shows, that some of this money will be utilised in Kibwezi Division. This is because at times, they say that the money allocated for classified roads in Kibwezi and Makueni Divisions is also lumped up together with the money allocated for Mombasa - Nairobi Road between Sultan Hamud and Tsavo River. Every time I ask the officers "How come you have not graded this road; how come you have not done that although you ~~had~~ had said that you would do that?", they say that the money has been utilised on the Nairobi - Mombasa Road within that section that they are in charge of.

Sir, I hope after passing this Vote these funds will be separated and some set aside for the main road and other funds for those feeder roads leading to this main road which passes through my constituency. This will enable us to check and make sure that there is no misappropriation of funds or resources at times.

Sir, most of the important points have been said, and, therefore, with those few remarks, I beg to support.

MR. SHIKUKU: Asante sana Bw. Spika, kwa kunipa nafasi hii ili niseme machache.

Jambo la kwanza Bw. Spika, ni kusema kwamba nitaungana na waheshimiwa wenzangu kwa kutoa shukrani kwa Wizara hii kwenye upande wa simu ijapokuwa katika mawakilisho yangu ya Butere tunahitaji hizi telephone booths ziwekwe masokoni

K.2.....7.10.87

MR. SHIKUKU (Ctd.):

ili watu waweze kupiga simu na kuwasiliana na ndugu zao ambao wako Nairobi. Hii itawawezesha kuwasiliana na ndugu zao walio mbali hasa :: wakati wa matanga. Kwa hivyo, wananchi wa Butere wanahitaji kuwekewa telephone booths katika masoko yaliyoko Butere ili waweze kupiga simu.

Jambo lingine ambalo ningependa kusema ni juu ya Bunge hili. Wizara imefanya mengi kuhusiana na mawasiliano katika Kenya, lakini Bunge hii ndilo linatawala Kenya kisheria. Ni lazima kila Mbunge awe na simu yake. Ningependa Waziri achukue nafasi ya kwanza kuona kwamba Bunge lenyewe lina mawasiliano.

(Applause)

END K.....

MR. SHIKUKU (Ctd.)

Bw. Spika, jana nilikuwa nikitaka kupiga simu kuitafuta toxi ije inichukue hapa Bungeni, lakini sikuweza kufanya hivyo. Sisi katika Bunge hatuwezi kupiga simu kwa sababu simu zimefungwa, <sup>na</sup> au hazifanyi kazi wakati mwingine. Hata ile telephone exchange ya hapa Bunge, <sup>na</sup> ndiyo kuu kuu zaidi katika Kenya. Ni lazima Waziri, ambaye ni Mbunge katika Bunge hili, <sup>na</sup> aanze kwa kuirekebisha hii telephone exchange ya Bunge ili Bunge hili liweze kuwa na mawasiliano mazuri ya simu kwanza, <sup>na</sup> ili tuweze kuwasiliana na kila sehemu katika nchi hii. Ninasema hivyo kwa sababu Wabunge waki <sup>wana</sup> katika shida kubwa kwa vile hawawezi kuwasiliana na watu wao kule nje.

Jambo lingine ambalo ningetaka kutaja linahusu reli. Wimbo umekuwa ukiimbwa hapa Bungeni tangu nilipoingia hapa 1963. Kila mwaka tunapozungumza <sup>Kuhusu</sup> Vote ya Wizara hii, ninauliza ~~kwamba~~ ile feasibility study iliyofanywa ya kuiunganisha reli kutoka Butere, Mumias hadi Bungoma, itakuja lini. Sijui kama feasibility study hii inaningojea <sup>nife</sup> ili ije, au nini. Lakini miaka <sup>nenda</sup> ~~kuja~~ miaka rudi, jambo hili halijatimizwa. Tumepitisha kwamba reli ipanuliwe hata katika upande wa Kisii, yaani, ile reli ya Kericho na ile nyingine ya kutoka Manyuki, lakini hakuna jambo lolote ambalo limefanywa. Minakubalia <sup>na</sup> na mhe. Bi Asiyo aliposema kwamba tangu Wabeberu watoke hapa Kenya, zile reli walizoacha hapa ndizo hizo hizo ambazo zinaendelea na hatujafanya maendeleo yoyote juu yake. Timefanya maendeleo makubwa kwa upande wa kilimo, lakini kwa upande wa reli maendeleo hayajaendelea sana. Isitoshe wananchi wadogo kutoka Nairobi, husumbuka sana wanapokwenda Kisumu kwa gari la moshi. Utaona watu wengine wanapanda juu ya wengine huko wengine wakipitia <sup>Kwenye</sup> kwa madirisha, <sup>na</sup> akina mama wanaanguka chini na ule uji mama alimbebea mtoto wake una <sup>na</sup> mwagika. Sijui ni kwa nini Waziri ambaye nasikia anatembea sana, <sup>hapa Nairobi</sup> hajalitembelea stesheni la gari la moshi <sup>na</sup> mwisho wa mwezi, ili azione shida za wananchi kwa macho yake. Pengine angewachukuya maofisa wa televisheni ili wapige picha ili jambo hili liwekwa kwa rekodi ili kuonyesha vile mwananchi wa kawaida anavyopata taabu.

Hata kama ni lazima tupate mikopo, basi natupewe mikopo ya kununua kutosha ya mabehewa ya <sup>na</sup> kuwabeba abiria wa kwenda Kisumu, Butere na ~~na~~ kwingineko .

Nasema hivyo kwa sababu kuna mfinyano mkubwa sana wa wananchi wengi wanaumia.

Nikiendelea kuzungumza juu ya reli, wakati umefika, kwa vile sasa tuna stima, wa Waziri pamoja na maafisa wake, kuanza kufikiria kama tunaweza kuanzisha ~~magari~~ magari ya moshi, yanayoendeshwa na stima. Tuna stima za kutosha na ingefaa kama tungejaribu kufanya kazi nyingine katika reli kwa kutumia stima. Waziri alisema jana hapa kwamba mizigo mikubwa mikubwa itakuwa ikibebwa <sup>kwa</sup> reli. Jambo hili lilisemwa na Waziri aliyekuwa mbele ya Waziri huyu na sasa huyu Waziri anarudia jambo hilo hilo na sasa limekuwa kama wimbo. Ni lini ambapo jambo hili litatendeka? Jambo hili likifanyika, Idara ya Reli itawaajiri watu wengi zaidi, lakini tunafahamu kwamba haya magari makubwa yanayotumia barabara zetu ndiyo yanaharibu barabara zetu na kazi ya kuhifadhi barabara hizi inachukua pesa nyingi sana. Wakati umefika, Bw. Spika, kwa Waziri, ambaye ~~xx~~ tunajua kwamba ni Waziri wa vitendo, kusema kwamba kiasi fulani cha mizigo, hakitakuwa kikipitia kwa barabara bali kitapitia kwa reli. Hata ikichukua miezi miwili, mizigo hii itakuwa ikipitia kwa reli. Lakini ninajua kwamba Waziri atakuwa na shida maana wakubwa wengine ~~anz~~ ndio wenye ~~magari~~ magari haya makubwa. Kwa hivyo, ni lazima jambo hili liangaliwe kwa mara tano au kwa mara sita na wimbo unaendelea kuimbwa. Lakini, ingefaa kama Waziri angechukua juhudi hiyo kwa sababu sisi kama Waheshimiwa Wabunge tunamwunga mkono na kusema kwamba mizigo mikubwa mikubwa, ni lazima iwe ikibebwa kwa reli na si kwa barabara ili tuweze kuendelea.

Katika sehemu ya Butere, Bw. Spika, Kamati ya Maendeleo ya Wilaya ya Kakamega ilipitisha kwamba ile barabara <sup>ya</sup> kutoka Sigalagala, kwenda mpaka Butere, iwekwe lami. Vile vile, Kamati ile ilipendekeza kwamba ile barabara ya kutoka Stand Kisa mpaka <sup>us</sup>salaba iwekwe lami na pia ile barabara nyingine ya kutoka Yala kupitia Weliboyi, Sabatia, mpaka Mumias, iwekwe lami. Vile vile, 'kuna' <sup>ambayo</sup> ile barabara ya kutoka Mumias kwenda Busia, haijatengenezwa. Tungetaka barabara hizi zitengenezwe kwa sababu Mbunge hawezi kuziweka lami. Serikali ya Nyayo ndiyo inaweka lami <sup>Kwenye</sup> ~~ka~~ barabara. Kuna wanasiasa wengine na wafanyakazi wengine wa Serikali ambao wanasema, "hakuna barabara za lami katika sehemu yetu. Mbunge atatuletea barabara za lami wakati gani?". Mhe. Mbunge hawezi barabara <sup>Kwenye</sup> lami bali ni wajibu wa

Wizara ya Serikali ya Nyayo kuiweka lami kwa barabara zetu. Mbunge hawezi

hata kutia murrum <sup>kwenye</sup> kwa barabara. Atawezaje na tunafahamu mshahara wake? Ni

Serikali yetu ambayo ina wajibu wa kufanya kazi hiyo. Barabara ambazo zinaweza kutumiwa wakati wote, zimetengenezwa na Serikali na si Bw. Shikuku. Ni lazima pongezi iende kwa Serikali na si kwa mhe. Mbunge kwa sababu hakuna Mbunge

yeyote anayetengeneza barabara. Hata ninaishukuru Serikali kwa kuweka murrum

katika barabara kule Butere na sasa huwezi kukwama kwenye barabara hizi wakati

wa mvua kwa sababu zinaweza kutumiwa wakati wote. Wananchi katika sehemu hii

wanaishukuru Serikali na si Bw. Shikuku kwa sababu hii Serikali ya Nyayo ndiyo

imeifanya kazi hiyo. Watu wengine wanasema kwamba hakuna maendeleo katika Butere

lakini huwezi kukwama wakati wa mvua kule Butere kwa sababu barabara ni nzuri.

Ni maendeleo ya aina gani wanayotaka kule Butere? <sup>?</sup> Hawa ni walaghai ambao wanaleta

fitina kati ya watu wa Butere na Serikali. Hawa ndio Mwakenya kwa sababu Serikali

ya Nyayo inafanya kazi nzuri. Kwa hivyo, wanaosema kwamba hakuna maendeleo kule

Butere, ndio Mwakenya. Wanawaambia wananchi kwamba hakuna maendeleo kule Butere

wakati tunajua kwamba kuna maendeleo makubwa kule Butere. Wao wanataka maendeleo

ya aina gani? Wananchi wa Butere wanafahamu kwamba kuna maendeleo kule.

Jambo lingine ambalo ningetaka kutaja linahusu Shirika la Ndege la Kenya.

Wakati nilikuwa nikiiwakilisha Afrika katika mikutano ya Commonwealth

Parliamentary Association, hakuna hata siku moja ambapo nilisafiri kwa ndege

za Shirika la Uingereza, ijapokuwa wanasema nisafiri kwa ndege hizo. Pesa

zote za kigeni ambazo ninatumia kwa kusafiri, zinakwenda kwa Shirika la Ndege la

Kenya. Hata ~~xxi~~ ninapofika kule London na kulikosa ndege ya Shirika la Ndege

la Kenya, mimi ninalala kule London na kulingojea ndege ya Shirika la Ndege

la Kenya. Ili kuweza kuendeleza Shirika hili letu la Ndege, ni lazima kila

kiongozi awe akilitumia na si kusafiri kwa Shirika la Ndege la Uingereza au

kwa ndege za mashirika mengine. Si jambo la busara ~~kuxx~~ kusafiri ~~xx~~ kwa ndege

za mashirika mengine. Ni lazima tuzitumie ndege zetu ili kuendeleza Shirika letu

la Ndege la Kenya. Ajabu ni kwamba ninawaomba viongozi wengine wakisafiri kwa

ndege za Shirika la Ndege la Uingereza na Ufaransa na kadhalika. Ni lazima  
~~tu~~ tuikeze Shirika letu la Ndege. <sup>na</sup> Wakati umefika wa kuwa na viwanja vya  
 ndege katika kila Mkoa. Kwa mfano, makao makuu ya Mkoa wa Magharibi haina  
 Uwanja wa ndege. Ni kwa nini hatuwezi kuwa na uwanja huo. Kuna uwanja wa  
 ndege kule Kisumu na kwa hivyo, tungetaka kuwa na uwanja kama huo kule Kakamega  
 ambayo ni makao makuu ya Mkoa huo. Vile vile, tungetaka kuwa na uwanja mwingine  
 wa ndege kule Mkoa wa Kaskazini/Mashariki. Kila makao makuu wa Mkoa ni lazima  
 iwe na uwanja wa ndege ili watu wetu waweze kusafiri kwa ndege kutoka kila  
 sehemu ya nchi ili tuwe na njia nzuri ya mawasiliano katika Kenya hii.

Ningetaka kujua kutoka kwa Waziri ni kwa nini ulikuwaja wa ndege  
 ambao ulisemekana utajengwa kule Kakamega haujajengwa mpaka leo. Ni lazima  
 jambo hili litimizwe ili mawasiliano katika Kenya yawe ya manufaa kwa wananchi.  
 Kwa hayo machache, naunga mkono.

MR. MWAVUMO: Ahsante sana, Bw. Spika, kwa kunipatia nafasi hii ili  
 niujiunge na Wabunge wenzangu kwa kumshukuru Waziri kwa kazi nzuri kabisa  
 ambazo amefanya. Kati ya zile kazi ambazo amewahi kufanya, sitasita kusema  
 kwamba tumethahirishwa na kazi nzuri ambayo amefanya kwa upande wa posta na simu  
 Kila sehemu katika Jamhuri yetu ina posta na sasa wananchi wa Kenya wanapata  
 huduma bora ya posta na simu. <sup>Hata</sup> sasa unaweza kupiga simu katika kila pahali,  
 au unaweza kupigiwa simu kutoka kila sehemu ya Kenya. Pia kuhusu vibanda vya  
 simu, ningetaka kusema kwamba hili limekuwa jambo muhimu kabisa kwa wananchi  
 wanaendelea kazi tumia. <sup>Kuvitumia.</sup> Ningetaka kuwaomba wananchi wazi tumie <sup>wavitumie</sup> vibanda hivi  
 vizuri sana. Kazi ya posta imekuwa nzuri sana lakini wananchi wameanza kuiharibi.  
 Kwa hivyo, ningetaka kuwaomba Wabunge wawaambie wananchi katika sehemu zao kwamba  
 wavitumie vile vibanda vya simu vizuri ili viweze kuisaidie kazi yetu katika  
 nchi hii.

Kazi nyingine nzuri ambayo imefanywa na Wizara hii, ni juu ya  
 Kenya Ports Authority. Halmashauri hii inafanya kazi nzuri na sasa ule wizi  
 wa zamani sasa hauko tena na jambo hili linaonyesha wazi kwamba mali ya  
 wenyewe inalindwa vizuri. Jambo lingine, Bw. Spika, linalohusu Halmashauri  
 hii ya Kenya Ports Authority ni juu ya Kile Bandari College.

MR. MWAVUMO (ctd.):

Bandari College inatumikia nchi za Afrika ya Mashariki pamoja na nchi za Afrika ya Kati. Ni matumaini yangu kuwa Wizara itazidi kukipanua chuo hicho ili Wafrika wote ambao wanahitaji masomo yanayofunzwa katika chuo hicho waweze kuyapata hapo.

Jambo lingine ambalo ningependa kulizungumzia ni kuhusu feri za Mtongwe na Likoni. Ningependa kumwambia Waziri kwamba katika kivuko cha Mtongwe kuna taabu sana zinazowakabili wananchi. Feri hizi hazina kasi; kutembea kwa mwendo wa pole. Vile vile, wakati wa asubuhi ambapo kuna heka heka za watu wakienda kazini, polisi huwa wanawashika watu w w ambao huruka <sup>Kuingia kwanye</sup> feri hizo. Ningemwomba Waziri aone kwamba feri nzuri zenye mwendo wa kasi zinanunuliwa na kuletwa huko ili wananchi wasiwe wakichelewa kwenda kazini.

<sup>wa feri ya</sup> Nikija ~~kwa~~ upande / Likoni ~~feri~~, ningependa kusema kwamba <sup>Kampuni inatoza</sup> ~~feri ya hii hii~~ gharama kubwa sana. Wakati umefika wa kufikiria <sup>Kwamba badala</sup> ~~feri~~ ya kuipatia kampuni ya Kenya Bus Services ule mkataba wao, na upatiwe kampuni nyingine. Kila mwaka kampuni hii ~~hupandisha~~ malipo ya kuvusha magari, hata ingawa bei ya diesel ineteremshwa. Wananchi wa kawaida wanashindwa kuvukisha magari yao amara nyingi kwani kivuko hicho kimekuwa ni ghati kweli kweli. Vile vile, ~~watu~~ makampuni na hata wenye ~~ka~~ mabasi hushindwa kuvukisha magari yao kwa sababu ya shida hii. Kwa hivyo, maendeleo katika upande wa kusini wa Kisiwa cha Mombasa yamerudi chini kwa sababu Kenya Bus Services inatoza pesa nyingi sana. Ni matumaini kwamba badala ya Kenya Bus Services kupewa mkataba huo, Serikali <sup>Kuiendesha</sup> itaanza ~~kuiendesha~~ feri hii. Tunap <sup>wa</sup> watu wenye ujuzi na wanaoweza kufanya kazi nzuri. Kwa hivyo ni matumaini yangu kwamba Serikali itaanza <sup>wa</sup> feri hiyo ili bei ya kivuko ipate kuwa chini <sup>wa</sup> ~~ifi~~ wananchi waweze kukitumia.

M.2.....7.10.87

MR. MWAVUMO (ctd.):

Jambo lingine ni kwamba nasikitika kusikia mhe. Bomett akisema kwamba Shirika la Reli la Kenya limekufa. Jambo la kusikitisha ni kwamba mhe. Mbunge <sup>huyo</sup> hii anasema mambo asiyoyajua. Katika ~~ms~~ mashirika yote ya Serikali, hili la Reli ndilo linalofanya kazi nzuri zaidi ya yote mengine. Kwanza, malipo yake <sup>ya hauli</sup> ni mazuri na ni rahisi kabisa. Tena, hili ni Shirika ambalo lina usalama - huwa haina ajali nyingi; zimepungua kabisa. Kwa hivyo, ingefaa kama Bunge hili lingelitolea Shirika hili pongezi kwa kazi nzuri inayofanywa na wakurugenzi na maofisa wanaoliendesha. Mimi ninaridhika na kupendezwa kabisa kwa ile kazi nzuri inayofanywa na Shirika hili. Shirika hili halina ufisadi wowote. Wafanya kazi wa Shirika hili wanaridhika na kazi inayofanyika hapo ni ya kuridhisha. Usafiri huwa mazuri na chakula, vile vile, huwa ni kisafi. Kwa hivyo, ingefaa kama tungelipongeza na kuwauliza wakurugenzi walo kwa kuufanya utumishi kuwa ~~maz~~ mazuri sana.

Jambo lingine ni kuhusu barabara. Barabara ya kutoka Mombasa kwenda Nairobi imekuwa ni nyembamba. Kara tunavyojua, barabara hii <sup>inatumika</sup> ~~katika~~ sana. Kama hukuwezekani kujengwa barabara ya pili, ingefaa barabara hii ipanuliwe ili kupunguza ajali. Ni jambo la kusikitisha kuona kwamba kila mara barabara hii <sup>inakuwa</sup> ~~inakuwa~~ na ajali. Barabara hii imeleta maafa mengi sana. Utaona kwamba watu wengi maarufu wa nchi hii wamepoteza maisha yao katika barabara hiyo.

Nikirudi upande wa Shirika <sup>la</sup> Reli, ningependa kuwashukuru kwa kuwasafirisha watoto kutoka Mombasa, waliokuja hapa Nairobi ili ~~kwa~~ kushiriki katika Michezo ya Nne ya Bara la Afrika. Watoto hao waliletwa Nairobi na kurudishwa Mombasa kwa usalama.

Jambo lingine ni kwamba ningemwomba Waziri awe akitutembelea ili azione zile sehemu ambazo waheshimiwa Wabunge wanazungumzia wakisema kwamba zinahitaji barabara. Ningependa kumshukuru Waziri kwa kutengeneza ile barabara inayoelekea Mtongwe kwenye kampi



MR. MWAVUMO (ctd.):

la Jeshi la Wanamaji. Mimi najua kwamba Waziri ni mtu mwenye bidii na mtu anayependa kazi yake. Kwa hayo machache, nasema ahsante sana kwa kazi anayoifanya.

MR. KANINDO: Thank you very much, Mr. Speaker, Sir, for giving me a chance to thank the Ministry for the good work they are doing. First of all, I would like to congratulate the Kenya Posts and Telecommunications Corporation for the good work they are doing all over the country. I must say that this is one of the corporations that is using the money it is given by this House properly because it is trying all it can to reach wherever it can with the little money it is given. I would only like to appeal to the corporation to instal more telephone booths at Awendo Trading Centre, Homa Bay and in all the ~~the~~ other places where they are required by the public. I <sup>would</sup> ~~must~~ also like to thank the corporation for installing the Subscriber Trunk Dailing (S.T.D.) facility in Homa Bay, such that now a caller does not need to go through the operator when he wants to call Homa Bay.

But I must remind the corporation that two years ago, the telephone line between Rombo and Homa Bay was started and the poles were there, but still the wires are not connected, to avoid going through Kisii in order to get Homa Bay from Awendo and Migori. This line was supposed to get a direct link. I would also like to remind it of the telephone posts which were put between Nyangweso and Ndiru ~~which~~ which are not complete yet. It is now two years since then. I do not know what happened. Despite the fact that a good job was done, maybe the budget was not enough or maybe something went wrong somewhere. I would, therefore, like to appeal to the corporation to connect these lines whose posts had already been put.

I would also like to urge the Kenya Ports Authority to continue working as it is doing now. Since the amalgamation of

MR. KANINDO (ctd.):

the Kenya Ports Authority and the Kenya Cargo Handling Services Limited, the income of the Authority has increased considerably. I am sure that some of the Questions which are brought here by some hon. Members might be related to many years back - before the amalgamation. The revenue ~~is~~ that the Authority is bringing to the Government is tremendous and it has improved. This is very important, and credit should be given where it is due.

I would also like to talk about the Kenya Railways Corporation. This corporation is trying to ~~do~~ do all it can, but I do not know what is happening to the many Motions that ~~it~~ have been passed in this House, particularly concerning the railway line which could have served Homa Bay via the South Nyanza Sugar Company to Kuria, which would have eased the transportation problems. This could also have been used by those people who would have wished to travel by ~~the~~ train to ease the congestion on our roads. In this connection, may I suggest that the corporation builds shades ~~at~~ at the piers for those people who use steamers at Homa Bay, Kamito and Kisumu because ~~it~~ during the rainy season, the travellers have it rough. They should build shelter for travellers, even if it means the travellers paying a small fee if the Government does not have enough money to build them. These shelters will cater for the young, the elderly and even those who are able-bodied.

END M.

MR. KANINDO K (CTD):

Mr. Speaker, Sir, the improvement on this area is very vital and should be taken very seriously. May I also talk about the airports. I must thank the Ministry for tarmacking Homa-Bay and Migori airstrips, but it would also be fair if they could be expanded to be able to accommodate the big aeroplanes. We need to boost the Kenya Airways by first of all starting the domestic flights. Those who would like to use them should be provided with this facility. Starting domestic flights should be part of our campaign to see that those small airstrips are expanded to cater for more traffic so that we can get more income. We should make people aware that these airports could be very useful if they are located in many areas. In this connection I support hon. Shikuku that we need slightly bigger airports in every Provincial Headquarters so that those who would want to travel faster could use them just like is the case with railway services.

I would like to draw the attention of the Ministry to the fact that it has been a practise to find that coaches which are assigned to go to Kisumu and Malaba are older than those which are assigned to Mombasa. Just now, hon. Mwavumo has said that they are fantastic. The coaches destined for Mombasa are totally different from those going to Kisumu. I do not know whether this is happening because there are so many tourists going to Mombasa or not. But if this is the case, then the Ministry concerned should now open-up new parks along Kisumu line, so that more tourists can also visit this area where they can see many things. If you take South Nyanza District for example, the length of the tarmacked road that we have there does not exceed 50 kilometres. The only portion which is tarmacked covers Rongo/Homa-Bay, although Pap Onditi-Kendu-Bay Road is now being tarmacked, it will not allow tourists to see many things in that area. This is why I would appeal to the Ministry to think seriously and reorganise themselves so that Koyugi via Rodi K'Opany to Karungu-Bay is tarmacked. Homa-Bay to Mbita road should

MR. KANINDO (Ctd.):

also be tarmacked. They should ~~am~~ also complete Kendu-Bay - Homa-Bay road to make the circuit ready for tourists so that we can get good buses which go to the Coast going to Kisumu. I must also say that it is time that we got faster trains to enable some of us to travel faster. It is the high time they considered constructing good railway lines to cater for electric trains. 'Matatus' should be given a ~~an~~ different name because the name 'Matatu' originated from the fact that matatu operators used to charge commuters 30 cents. Since they no longer charge that amount, we should ~~x~~ call them a different name. We have appealed to the Minister severally in this House that he should introduce gadgets for matatus like the ones that are used in lifts, so that when they are overloaded, they do not move. I do not know whether they are considering doing this because many people are dying on our roads because the matatus have no speed governors and there is no limit to the number of commuters that they can carry at once. Some accidents occur because some drivers are paid on speed basis. They are told "If you drive to Mombasa or Nakuru twice or thrice, then your pay will go up". This makes these people to drive as fast as they can.

END N....

MR. KANINDO (CTD.):

However, if gadgets like those used in the lake are installed, the number of deaths in this case can be reduced. In this case, there will be no way matatus will overload as much as to cause a tyre burst. This also applies to buses. On the road from here to Nakuru, you will find that buses <sup>move</sup> are faster than small cars. If you witness an accident which such a bus has been involved in, you find that nearly all the passengers <sup>have</sup> died. Many <sup>hon.</sup> Members have suggested that the speed limit that used to be there before should be put back because it was helping in this regard.

Mr. Speaker, Sir, hon. Members have talked about heavy vehicles on the road which are causing many deaths <sup>at</sup> in the night. Imagine that you are driving a small vehicle and a trailer is coming behind you. Unfortunately, it has been said that many such trailers belong to "big men" and that it is impossible to control the vehicles. However, when you compare the <sup>value</sup> number of people dying in these circumstances to the amount of money the vehicles generate, you find that the two sides do not balance. If you take the number of people dying in this country per year, you find that it is very big. I would like to urge the Ministry to continue doing the good work it is doing. There should be co-operation among top officials of the Ministry in co-ordinating the Ministry's work.

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

MR. arap KOSKE: Thank you very much, Mr. Speaker, Sir, for giving me also an opportunity to <sup>contribute to</sup> this Motion. First of all, I would like to thank the Minister and the entire staff of the Ministry for having prepared this particular Motion. I would urge the Ministry to see to it that all the signboards that are missing are now replaced before we run out of money. Between Mau Summit and Sotik in Kericho District, most of the road does not have road signs, except for the bare posts sticking out beside the road. I think it is high time that these signs were replaced. I would also like to urge the Ministry to look for material that is good enough for road signs only and cannot be used for any other purpose. This is because sign posts are always <sup>supposed to be</sup> on the road where there is no security.

MR. arap KOSKE (CTD.):

If these signs are made of material that can be used for other purposes, these signs will definitely be stolen.

Another point relates to the speed of vehicles. This has been talked about over and over again. Most fatal accidents occur due to very high speeds on the road. It was even said some time back that public vehicles should be fitted with speed governors so that they do not overspeed. However, up to now, as other speakers here have said, the big buses <sup>move</sup> are even faster than small cars. If it has been impossible to fit these vehicles with speed governors, I would suggest that we have bumps in most of these dangerous places. In particular, I would say that in Kedowa Town, Kericho, Kaputirr Market, Kapsuser and Kapkelei in Kericho District are dangerous places for very fast <sup>- moving</sup> vehicles. So, I urge the Ministry to see that it builds bumps in those places to reduce the number of fatal accidents which occur there every now and then.

While still on this point, I would like to urge the Ministry to pay more attention to newly-settled areas like Kipkelion, in Londiani, which used to be for Europeans. Now that wananchi have settled there, we need many roads in that place. We have a lot of maize, coffee and other crops there, but farmers are losing a lot because they cannot transport their milk to the Kenya Co-operative Creameries depots; maize to the National Cereals and Produce Board, and so on. Even tea and coffee <sup>produce</sup> sometimes overstay in plantations and thereby lose its value because there are no roads by which to transport it.

Coming to bridges, it is not wise or good to wait until a bridge falls down. Over the weekend, I inspected a bridge at Testai in Londiani Division, Kericho District, where a loaded tractor had fallen into the river because the bridge had got broken. Bridges should be inspected every now and then to make sure that when they get old, they do not cause accidents. At such times, all vehicles should be barred from using such bridges. I am also of the opinion that we should send our road engineers back to training because I wonder why most of our roads now just peel off immediately they are made. There must be something wrong with our engineers; either they are not qualified or they do

MR. arap KOSKE (CTD.):

not use the money that is supposed to be used in this respect. They may be swindling some of this money. Therefore, something should be done about this. We cannot afford to spend a lot of money on a road and then it becomes useless within only two years' time. This is a big challenge to the Ministry. It has been said that we should employ local people to take care of roads where they are in order to ease off the situation. Most of our workers, I am sorry to say, are not trusted and they do not do their work properly. However, if somebody is told, "You are going to take care of the road section between this and these places", I am of the opinion that he will be likely to do a good job because he knows that when a road inspector comes within six months, it will be known very clearly that it was he himself who never did his job. However, with various people working in various parts, when a mistake occurs, it is very difficult to determine who exactly caused the mistake, and that gives us even more problems. So, I am of the opinion that particular sections of our roads should be given to particular people so that when the road inspector comes after a certain time, he is able to question the particular person concerned.

With regard to toll stations, they are very useful because they are giving us a lot of money, but here is a case where somebody lives next to a toll station. It might be a teacher who has to pass through the toll station everyday going to school. I feel that the Minister should do something here. There may be a case where a teacher has to go through the station about six times a day. He goes to school in the morning, comes back for tea break, goes back to school, comes back for lunch, goes to school and then comes home in the evening. This teacher is made to pay toll <sup>charges</sup> six times in a day. Where a person lives next to a toll station, I think there should be some allowance of some sort so that maybe he pays only once or twice in a day; otherwise, paying toll <sup>charges</sup> every time he goes through the station will be unfair to him. Somebody may go out to distribute milk and if the toll station is near his house, he will be forced to pay toll <sup>charges</sup> several times a day. This is a case in which

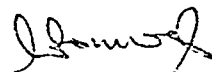
MR. arap KOSKE (CTD.):

which I feel the Minister should consider so that he gives some allowance to people who are forced to go through the toll station every now and then because they live close to the station.

Mr. Speaker, Sir, wananchi have complained several times about telephones. When they get out <sup>of</sup> orders, some telephones stay for months without being attended to and put in order. However, when the telephone bill comes, it does not exclude the time when the telephones were out of order. So, I would urge the Ministry to see to it that telephones are repaired immediately they are reported to be out of order. If they are not repaired for a reasonable amount of time, the owners should not be made to pay for the time they have not used them because that was not of their own making.

Coming back to roads, we have said repeatedly - this is not a new thing; it is a very clear idea - that when you allow water to run over long distances, it not only destroys roads, but also erodes the land. In that case, roads will not last long.

END 0





MR. KOSKE (ctd);

Mr. Speaker, Sir, there is a road which runs from Kokwet to Fort Ternan. I raised a Question in this House regarding that road. You will find that when it rains water runs almost seven kilometres along the road. This could be happening to other roads in this country and it should be stopped. Water should not be allowed to run along the road for such a long distance. This is because it destroys the road.

Mr. Speaker, Sir, I have something to say about road blocks. The police should be advised to mount road blocks at very clear and ~~was~~ convenient places. They should not mount road blocks around corners. So ~~me~~ two weeks ago a road block was mounted on a hilly side ~~at~~ a few ~~kilometres~~ kilometres from Kericho Town. One vehicle failed to stop when it approached the road block. It was moving slowly but the ~~brakes~~ brakes failed and as a result of this it ran over the spikes and caused an accident. & So, I feel that the police should be advised to place road blocks at ~~appropriate~~ appropriate places where accidents are not likely to occur. If a road block is mounted at a corner and a vehicle which is moving fast approaches that point an accident will occur.

We have appealed to the ~~Government~~ Government to introduce a passenger train service to operate during the day between Nairobi and Kisumu. But up to now nothing has been done. I would like to ask the Ministry of Transport and Communications to make sure that we have this service. We would also like the Ministry to establish more railway stations in the country.

With those few remarks, I beg to support.

## THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING

(Mr. Khasakhala): Thank you very much, Mr. Speaker, Sir, for giving me time to say a few words on this Motion. First of all I would like to thank the Minister and his ~~own~~ staff for their efficiency and hard work. This is also because quite a lot of things have improved since the Minister moved to that Ministry. I am very ~~pleas~~ pleased to give him my compliments. I have personally seen a lot of improvements being carried out by this Ministry.

Secondly I would like to say that the Kenya Airways Limited has very wonderful pilots. Although the planes are old the pilots have managed them very well throughout. I fly Kenya Airways at least twice a week and I know how efficient these people are. I just wish the Minister could try and get more money so that we can acquire new planes for domestic flights and increase the number of flights between Nairobi and Kisumu instead of making one flight per day. We should have two flights; one in the morning and another one in the afternoon throughout the week. The is because <sup>the</sup> number of passengers travelling between Kisumu and Nairobi warrant frequent flights. ~~QAM~~ Quite a number of people are left in Kisumu. So, you will find that the plane that operates between Kisumu and Nairobi cannot cope with the ~~n~~ number of ~~passengers~~ passengers. But ~~n~~ although there are delays no Kenya Airways pilot will take off if he knows that the aircraft has a mechanical problem. That is very good because they have saved our lives. I do not mind being delayed because the plane is being maintained. But I would like to ask the Minister to increase the number of engineers and mechanics who should be checking these planes immediately they arrive so that the ~~mechanical~~ mechanical faults are not discovered by the pilots when they are trying to take off. ~~These~~ These mechanical problems should be detected by the mechanics or engineers in charge of the places. When the engineer comes to check on the plane he should

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING  
(Mr. Khasakhala)(ctd);

be able to detect these mechanical problems so that we are not delayed when the pilots discover the mechanical problems when they are taking off. We can manage the Mombasa route ~~with the~~ easily with the DC9s. ~~Instead~~ Instead of using Fokker ~~Friend~~ Friendships along this route we should use DC9s. This is because the distance from Mombasa to Nairobi is very long and if you fly a Fokker Friendship from Mombasa to Nairobi you will be over-working it. You will find that the same aircraft flies to Kisumu, ~~back~~ back to Nairobi and then to Mombasa and proceed to Malindi. That is ~~an~~ over-working the plane. I think the Fokker Friendship should be left to operate between Kisumu and Nairobi only. Let us have other smaller planes to "cater for tourists going to Malindi. They could be ferried from Malindi to Mombasa in small planes and then flown from Mombasa to Nairobi. That would save a lot of time.

Mr. Speaker, Sir, I would also like to commend the Kenya Ports Authority. I have personally visited the Kenya Ports Authority in Mombasa ~~and~~ and I can tell this House that the work that goes on there is earning this country a lot of money. The Kenya Ports Authority ~~is~~ is quite efficient. Some Members of Parliament have complained ~~about this~~ in this House about the performance of the Kenya Ports Authority. But I would like to say that these are human mistakes. ~~The~~ The Kenya Ports Authority is thorough and very efficient. But I think there is always room for improvement.

I would also like to suggest to the Minister that he can use the railway to ferry containers from Mombasa to Nairobi. No lorry should be ~~used~~ used to carry sea containers from the Port of Mombasa to Nairobi. Let us use the train to Malava. Let

## THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING

(Mr. Khasakhala)(ctd);

a ~~mb~~ big inland container depot be built at ~~mz~~ Malava. They have constructed an inland container depot here in Nairobi. If we construct one at Malava we will have saved our roads. At the moment we are spending huge sums of money on road maintenance. This is because the roads are being damaged by lorries carrying huge loads. If we use the Kenya Railways Corporation to ferry trains from Mombasa to Nairobi and from Nairobi to Kisumu and Malava I am sure we can save a lot of money. But as long as we allow these heavy lorries and trailers to use our roads I am sure that our roads will remain in a poor state; they continue to have potholes.

I agree that we have very fantastic highways in Kenya today. Compared to many other African countries I think we are number one. There is no other African country which has highways which can compare well with the Kenya highways. Uganda ~~used~~ used to compete with us but it has now gone to the dogs. I think we are the best in the whole of East and Central Africa. I have never been to ~~st~~ South Africa but I still think that we have the best roads in Africa. I would like that standard to be maintained. Let us keep maintenance units within limited distances. We should not have a ~~maintenace~~ ~~maintenace~~ maintenance unit more than six kilometres away from the road to be maintained. Let us have road maintenance units within easy reach so that if a pothole develops on the road it can be ~~rep~~ filled up immediately. If a pothole is found on the road then we will know that the person in charge of maintaining that particular portion of the road is not working at all. At the moment you can find potholes lasting mone month on the road and ~~you are~~ you are left wondering whether ~~people from~~ the Ministry's people are doing any thing at all.

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING

(Mr. Khasakhala)(ctd);

If it were possible we could even have maintenance units ~~at~~ in every division in this country so that they can maintain the countryside roads. Every division in the country should have a unit to maintain roads within that di\_vision. I am talking about administrative <sup>divisions</sup> ~~divisions~~. We can have a maintenance unit in every div\_ision so that they can ~~maintain~~ ~~maintain~~ maintain roads when they are washed away by rain water. At the moment there are roads which have not seen ~~a~~ a tractor for a long time simply because the district road maintenance unit does not know what is happening. Even if a culvert breaks you will find that <sup>a</sup> ~~the~~ the whole which is very dangerous remains there for a very long time until we start complaining to the district development committees. I thought that with the District Focus for ~~D~~ Rural Development Strategy now we could do very much. This is because people from the ~~div~~ divisions attend district development committees' meetings and they complain. But when they ~~complain~~ complain no one takes note of that. Maybe if we have a road maintenance unit in every district it ~~may~~ might save the situation. This will also reduce the number of road accidents that are occurring in many parts of the country.

I do not understand why we have discontinued the train service between Butere and Kisumu. We used to have this ~~service~~ service twice a week. We used to have a passenger train leaving Kisumu in the afternoon and spending the night at Butere and going back in the morning, crossing the other one from Nairobi. If this service is reinstated the congestion of passengers at Luanda and Yala will be eased.

END.P...

7.10.87.

JMK

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala)(ctd.):

You find that in places like Yala and Luanda children are thrown through the windows in order to get into the train, something that is very dangerous. As we have always said, the railway system is the best transport method we have although it does not make money. I was in the Railways Corporation for 10 years as an advisor and I know that no railway line makes profit all over the world. What we are asking for is the service; let us see how best we can maintain this service for wananchi. I am afraid that if we went in for profits, that cannot be attained. Nowhere in the world does any railway line make profit, leave alone Kenya. I have studied the railway system throughout and I know what I am talking about. A railway system has to be subsidised by some funds from elsewhere. Since the railway service is first class, let us have some of those good coaches like the ones going to Mombasa also going to Kisumu so that when we are tired of going by road we can use a train and sleep the whole night and get to Nairobi in the M morning to start working. If the good coaches that go to Mombasa could also go to Kisumu, I am sure our trips would be made comfortable. I am sure that one day the Minister for Transport and Communications will take a ride to Kisumu so that he can see some of these things for himself.

Mr. Speaker, Sir, the Kenya Posts and Telecommunications Corporation has improved fantastically. I am glad that the Corporation has installed telephone booths all over the country. If you want to know that those telephone booths are useful, just look at the queues behind them. The telephone booths have taught people how to queue. I wish wananchi were queueing for buses the same way the queue to make telephone calls. You find that at a telephone booth, someone who comes first starts the line so that the second man queues behind him and so on so that every one has a chance to use the ~~ix~~ telephone. In view of the importance of these telephone booths, why can we not increase them so ~~thx~~ that we can have them in every public office. For example, we do not ~~wax~~ require only one telephone booth outside Government offices. Jogoo House needs about six telephone booths so that civil servants can use them instead of ~~using~~ using Government telephones in the offices. I feel

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THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala)(ctd.):

that the Kenya Posts and Telecommunications Corporation could still do better by introducing <sup>Subscriber</sup> Transcriber Trunk Dialling system throughout the country. The old system of booking calls through the telephone operator has really annoyed some of us because you may book a call through ~~the~~ the operator and then it takes a full day for you to be connected to where you wanted. In fact, sometimes you do not get the call at all until the next morning, and then you wonder what happens to the operators. So, if we could have S.T.D. system introduced all over ~~the~~ the country, I am sure that this would speed up telephone communication system. I recommend that Maseno be considered for the next installation of the S.T.D. system.

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

MR. KONYANJUI: Thank you very much, Mr. Speaker, Sir, for allowing me to say a few words in supporting the Vote of this important Ministry. When the Minister was moving his Vote, he mentioned that it is the objective of the Ministry to have all-weather roads in the future. When he replies, we would like him to give us some time ~~xx~~ scale and tell us when, in the future, the country will have all-weather roads. Practically every hon. Member who has spoken on this Motion in this House has emphasised the importance of having good road systems. The rural access roads are the ones which are used by wananchi, and we would request the Ministry, when preparing the 1988/89 budget, to consider having more money so that we may improve all the rural access roads.

Mr. Speaker, Sir, in my own constituency, there are two roads which ~~xxx~~ have been recommended by the ~~the~~ district development committee for tarmacking. I have in mind the Cachie-Riron road via <sup>Nyathuna</sup> ~~hathuna~~, including the Ruko-Waginge section. This roads serves a very rich ~~xx~~ horticultural area, and I do hope that the Ministry will do everything possible to ensure that it is ~~xxxx~~ tarmacked so that it may serve wananchi who feed Nairobi with horticultural products. There is another section of a road which has also been recommended by the district development committee and this is the Mutarakwa-Gikambura road. This road was earmarked for tarmacking by the Ministry way back in 1985, and the wananchi in the area are still waiting to see

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MR. KINYANJUI (ctd.):

that road improved so that development in the area could be enhanced.

Sir, when we consider the corporations and departments which fall under the Ministry of Transport and Communications, we realise that they are of great importance. Starting with the Kenya Ports Authority, I would like to point out that this is the gateway to our country. The bulk of our imports and exports pass through the Port of Mombasa. It is, therefore, important that the port should be modernised. I do not think there should be any difficulty in this House approving loans for the modernisation of Mombasa Port. There was a proposal that we should have a second port and a site was recommended. We would like the Minister to tell us what happened to the establishment of the second port. We should not rely only on one port because anything could happen, landing us into problems in having our traffic ~~more~~ moving. Before I leave the Kenya Ports Authority, let me say that there are certain areas of development which ~~we~~ could be ignored even by otherwise very hard working officers. The provision of navigational aids is very crucial, and I would request the Kenya Ports Authority not to ignore the provision of such facilities. If these are not provided, you could have an accident at the port entrance and then you could have the normal flow of the shipping traffic interrupted. I do hope that the Kenya Ports Authority will give attention to this aspect.

Mr. Speaker, Sir, touching on the Kenya Railways Corporation, I have in mind the need for long ~~ix~~ term planning. We have seen the ~~large~~ human traffic in Nairobi City increasing so much, and I do not think that matatus and buses will be able to cope with the increasing human traffic. There is need, therefore, for the Kenya Railways Corporation to consider ~~providing~~ providing railway transportation from the ~~suburbs~~ suburbs of Nairobi. It would be of great importance if the Corporation could plan to have a circular railway line going all along the suburbs and having a central station. This is very important, and I do hope that the Corporation will give this ~~a~~ proposal a very serious consideration.




Q.4.

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MR. KINYANJUI (cont.):

Sir, people living in the areas outlying many of the main urban areas, particularly Nairobi and Mombasa, are living far away from the town centres. For example, my Kikuyu Constituency is now a suburb of Nairobi such that people working in the city have to move every morning from that suburb into ~~the~~ the city and go back in the evening.

END..... Q. 

MR. KINYANJUI (Contd.):

The people who work in Nairobi and have to move out to some 30 kilometres out must be provided with better transportation than the existing one. That is why I proposed that the Kenya Railways Corporation should introduce faster trains. I do not think this is an impossibility. They should consider having electrified lines. If what the Minister said will materialise, that is the establishment of a second railway line, it should be, if possible, electrified so that we could have faster trains.

Mr. Speaker, Sir, the Kenya Posts and Telecommunications Corporation has provided excellent services when they have been expanding telephone and postal services in the rural areas. We suggest that that good effort should continue until every market has a telephone and postal services. With this in mind, we have an approved proposal by the district development committee (D.D.C.). That is to establish postal services at <sup>Gikuni</sup> Gikundi Trading Centre. We have been waiting for this service, and I do hope that the Corporation will do everything possible to establish one there.

Mr. Speaker, Sir, when I come to the question of the Kenya Airways, the new team has been very well selected, and I do hope that they will tackle the existing problems. One problem that has existed all along - and I do not know when it will be got rid of - is the fact that if you go to book Kenya Airways, as hon. Shikuku says, every time you are told that it is "overbooked". The computer says so. But when you go to the aeroplane, you find that it is half empty! I am sure that those of us who come from Mombasa, or travel from Nairobi to Mombasa are quite familiar with this habit. We are told that the aeroplane is "overbooked", but on getting <sup>aboard</sup> ~~overboard~~ you find that it is half empty. If you go to London, you find the same thing. If you try to book the Kenya Airways, you are told "it is overbooked". If you get into the aeroplane, you find that most of the travellers

MR. KINYANJUI (Contd.):

who use the Kenya Airways alight in Rome, and the aeroplane will arrive here, Nairobi, empty having left some Kenyans who wanted to travel Kenya Airways. But due to lack of seats in the Kenya Airways they have to travel by the British Airways (B.A.).

So, Mr. Speaker, Sir, I think the Minister, and the new team of the Kenya Airways, should look into this problem so that our airline becomes efficient. They should not rely on computers because they go wrong. We all know that the information we get from the computer is as good as the information we ~~feed~~<sup>feed</sup> in. So, there must be some other human methods of checking whether the bookings are correct.

Mr. Speaker, Sir, let me commend this Ministry and the Minister, and as he used to do when he was in the Ministry of Health, he should do the same here. He should pay surprise visits to the rural access roads and see to it that they are passable.

Thank you, Sir.

THE ASSISTANT MINISTER FOR EDUCATION (Mr. Kisiero): Thank you very much, Mr. Speaker, Sir, for giving me a chance to contribute to this Motion.

Sir, roads, railways, shipping, Kenya Airways, and many others - the elements of communication - do make a great contribution to the development of any country. Roads, in particular, are very, very important in Kenya, particularly in areas where agriculture is contributing to the economy of this country. I have mentioned roads because we have had a problem with roads in Mt. Elgon. This is a problem which has been with us for more than 20 years now.

We do agree that the district focus for road development is expected to be the guide for the development of any district. But the district development committees (D.D.C.) are ~~under~~<sup>run by</sup> human beings, and sometimes human beings decide to do what they feel, or what they would like to do to satisfy their own particular areas.

THE ASSISTANT MINISTER FOR EDUCATION (Mr. Kisiero)(Contd.):

Now, in the case of Mt. Elgon, Mr. Speaker, Sir, we do feel that the D.D.C. --

MR. SPEAKER: Order! It is now time for the Mover to reply.

MR. SHIKUKU: On a point of order, Mr. Speaker, Sir. I know according to the Standing Orders, we are required to end the debate at 5.00 o'clock. But from the practical point of view, we have had occasions - at least five occasions - where in Committee Stage where we are supposed to take long, but we take about ten minutes and the matter is over. I was wondering, Sir, if you could allow two or three hon. Members to speak because at Committee Stage there will be no business at all? I do not have my books here and the hon. Angatia is not here. Therefore, it will take about ten minutes to finish the business. Can two or three hon. Members be allowed to speak?

MR. SPEAKER: No. The Mover is ready to reply so that we follow the normal procedure. So, it is now time for the Mover to reply.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Mr. Speaker, Sir, I have no problem in giving two or three hon. Members a chance to speak. But it is up to the wish of the House. If they wish, I can do that.

HON. MEMBERS: Yes! Yes! Yes!

THE ASSISTANT MINISTER FOR EDUCATION (Mr. Kisiero): I am so grateful, Mr. Speaker, Sir, to the hon. Minister and also to your ruling. This is really the spirit of co-operation.

Mr. Speaker, Sir, I was going to say that this is --

QUORUM

DR. TOWEETT: On a point of order, Mr. Speaker, Sir. Is there a quorum in the House?

MR. SPEAKER: No. We do not have a quorum. Ring the Division Bell.


(The Division Bell was rung)

End R.

## ADJOURNMENT

MR. SPEAKER: Order! Take your seats please. Unfortunately, I do not think we can make a quorum. The House is therefore adjourned until tomorrow, 8th October, 1987 at 2.30 p.m.

The House rose at ten minutes past Five o'clock

END S 

REPUBLIC OF KENYA

THE NATIONAL

ASSEMBLY

OFFICIAL REPORT

Wednesday, 7th October, 1987.

MORNING SITTING

ORAL ANSWERS TO QUESTIONS

Questions Nos. 539, 541, 520, 530, 369, 506, 540,  
116, 534, 489.

Question No. 544 - Deferred.

POINTS OF ORDER

Delay to Pay Mr. Stephen Mwaikwasi Mwandime's  
Salary as Promised by the Assistant Minister for  
Water Development - The Minister to Investigate  
the Matter Further.

Reasons for Importation of Gunny Bags into the Country -  
The Ministry will Investigate the Issue and Report  
to the House.

Cause of Delay for Ministers and Members to Honour  
Promises which they Make in the House - Ministers  
and Members who do so should Take Note and Report  
what they Promise the House Soonest Possible.

MOTIONS

Establishment of River Uaso Nyiro Development Authority -  
Mr. Muthura on 29-7-87 - Resumption of Debate  
interrupted on 29-7-87 - Agreed to as Amended.

Introduction of Planting Tea and Pyrethrum in  
Appropriate Areas of Bungoma District (Mr. Kisuya) -  
Question proposed - Debate interrupted without  
Question put.

H A N S A R D

Wednesday, 7th October, 1987

The House met at Nine o'clock.Mr. Deputy Speaker in the Chair

## PRAYERS

## ORAL ANSWERS TO QUESTIONS

Question No. 539

MR. MBORI asked the Minister for Energy and Regional Development:-

- (a) whether he could provide a transformer to supply electricity to the residents of East Kabondo preferably at Chabera; and
- (b) when the Ministry would provide electricity under the rural electrification programme to Kabondo area.

THE ASSISTANT MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (Mr. Adichareh): Mr. Deputy Speaker, Sir, I beg to reply.

(a) Electricity supply to the residents of East Kabondo will be made available when the local District Development Committee (DDC) meets and sets their electrification priorities provided funds are available.

(b) We have, however, prepared a mini-scheme under Electricity Development Committee (E.D.C.) umbrella for Chabera Market and this would be tabled at a future meeting. Chabera Market lies along the electricity line to Sondu and only a transformer and distribution network that requires to be provided. The cost would be shs.270,000/-.

MR. MBORI: Mr. Deputy Speaker, Sir, arising from the reply given by the Assistant Minister that electricity to East Kabondo would be made available only after the South Nyanza District

MR. MEORI (Contd.):

Development Committee has met and made recommendations, is he aware that the South Nyanza DDC has sat down and given its approval way back in 1986? So I do not seem to understand what the Assistant Minister is saying.

MR. ADICHAREH: Mr. Deputy Speaker, Sir, the Ministry is not aware that the DDC has passed this. We are not in a position saying that the DDC has passed this. According to the information I have, the South Nyanza DDC has not passed this. It has to go through the DDC and be given priority.

END A....



MR. MBORI: Mr. Deputy Speaker, Sir, I wonder whether the Assistant Minister has already given a reply to part (b) of my Question.

MR. ADICHAREH: Mr. Deputy Speaker, Sir, I have given the required answer to the effect that Kabondo is being considered in the Rural Electrification Programme along with this Chabera Market.

MR. MBORI: Mr. Deputy Speaker, Sir, with all due respect, Kabondo is just one of the locations in this Oyugis Division. Since Oyugis Rural Electrification Programme has already been started, I fail to understand the logic behind the Minister's argument as to why Kabondo should be excluded from this programme and considered under a very small nucleus called Chabera, and not under Oyugis Division, as a whole.

MR. ADICHAREH: Mr. Deputy Speaker, Sir, as I have said, Kabondo will also be considered for rural electrification when funds are available.

Question No. 541

MR. WAKIONDO, on behalf of Mr. Mate, asked the Minister for Agriculture:-

(a) how many cotton farmers from Embu District have not been paid for their 1986 crop and when they will be paid; and

(b) what action he has taken to ensure that cotton farmers are paid on delivery of their produce.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai): Mr. Deputy Speaker, Sir, I beg to reply.

(a) All farmers in Embu District have been paid for their 1986 crop.

(b) Arrangements are being made so that farmers can be paid promptly in future. This involves making funds available to pay farmers for their deliveries.

MR. MUTISO: Would the Assistant Minister tell the House when these farmers are going to be paid.

MR. MUIGAI: Mr. Deputy Speaker, Sir, a total of Shs.7,500,380.95 was paid to Embu branch managers, and this represented the all the cotton

MR. MUIGAI (CTD.):

delivered in 1986. This cheque was actually delivered on the day of the Embu  
Agricultural  
Show.

MR. WAKIONDO: Mr. Deputy Speaker, Sir, arising from the Assistant Minister's reply to part (b) of the Question, would he be specific enough and tell this august House what arrangements there are for future payments and whether farmers are going to be paid on delivery of the crops?

MR. MUIGAI: Mr. Deputy Speaker, Sir, instructions have been given by His Excellency the President, as the Member will probably know, that farmers be paid on delivery of their crops.

Question No. 520

MR. MUTISO asked the Minister for Agriculture:-

(a) whether he is aware that Mr. Bernard Muli, a former employee of the Coffee Board of Kenya, was seriously injured while on duty on 26th September, 1985; and

(b) when he will be paid his compensation and how much he will be paid.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai): Mr. Deputy Speaker, Sir, I beg to reply.

(a) The Minister is aware that Mr. Bernard Muli, formerly with the Coffee Board of Kenya, was seriously injured while on duty on 26th September, 1985.

(b) A payment of Shs.1,960/= is now ready and Mr. Muli can collect his cheque from the Coffee Board of Kenya in Nairobi.

MR. MUTISO: Mr. Deputy Speaker, Sir, could the Assistant Minister repeat his answer because he spoke away from the microphone and I could hardly hear him?

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai): Mr. Deputy Speaker, Sir, I beg to reply.

(a) The Minister is aware that Mr. Bernard Muli, formerly with the Coffee Board of Kenya, was injured while on duty on 26th September, 1985.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai)(Ctd.):

(b) A payment of Shs.1,960/= is now ready and Mr. Muli can collect his cheque from the Coffee Board of Kenya in Nairobi.

MR. MUTISO: Mr. Deputy Speaker, Sir, if the Assistant Minister agrees that Mr. Muli was seriously injured, does he consider that a compensation of Shs.1,960/= is in keeping with the extent of the injuries suffered?

MR. MUIGAI: Mr. Deputy Speaker, Sir, this is a subjective observation. Such payments as this one are set out in a pre-determined formula in respect of how compensation is paid. It will not be appropriate for me to say whether I am satisfied or not, in this case as this is not a decision that I have any leeway to make.

MR. SHIKUKU: Arising from that reply, which is as sad as another one he gave yesterday, does his conscience trouble him, being an elected representative of the people? Somebody is injured so seriously and yet he is only paid Shs. 1,960/=. In the case related yesterday, the compensation paid was only Shs.969/=. Could he not take it upon himself to initiate an amendment to the Act he is talking about so that people are paid compensation reasonably? Shs.1,000/= is very little.

MR. MUIGAI: Mr. Deputy Speaker, Sir, hon. Martin Shikuku is in as good a position as I am to bring up such an amendment.

MR. KIKUYU: Mr. Deputy Speaker, Sir, before I ask Question No. 530, I would like to correct the names "Kiandanda" and "Mwala" to read "Kiandani" and "Mung'ala" respectively.

Question No. 530

MR. KIKUYU asked the Minister for Lands and Settlement:-

- Amoyata*  
*stet*
- (a) whether he is aware that land adjudication in Kiandani-Mwala-Kasinga Adjudication Area was completed a long time ago;
  - (b) whether he is further aware that residents of this area have not been given their title deeds; and
  - (c) when they will be issued with these title deeds.

B. 5/1 - 7.10.87

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutoria):

Mr. Deputy Speaker, Sir, I am sorry I did not <sup>clearly</sup> hear the amendment that the hon. Member made ~~clearly~~. Could he be very clear?

MR. KIKUYU: Mr. Deputy Speaker, Sir, there are typing errors in part (a) of the Question. The first name there is Kiandani, and not Kiandanda; and the second name is Mwaia, and not Munyala.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutoria):

Mr. Deputy Speaker, Sir, I beg to reply.

(a) It is true that land adjudication work was completed in the Mwala Adjudication Section some two months ago. Title deeds have not been issued because there is a dispute involving Machakos Forest and the two adjudication sections under reference, but this is being rectified. Kasinga Adjudication Section has not completed land adjudication because there have been so many objections lodged by the parties concerned which have taken a lot of time to dispose of.

(b) Yes, I am aware that the residents of this area have not yet been given title deeds.

(c) We expect title deeds for the three adjudication sections to be ready in the first quarter of this year.

MR. KIKUYU: Mr. Deputy Speaker, Sir, could the Assistant Minister assure this House that when title deeds for these adjudication areas are ready, they will not be kept in his office, as has been the case with other areas in the same location?

MR. MUTORIA: Yes, Mr. Deputy Speaker, Sir.

Question No. 369

MR. arap KOSKE asked the Minister for Lands and Settlement:-

- (a) who the current legal owner of L.R. No. 6087; situated at Fort Ternan in Kericho District is;
- (b) when the said land was referred to Kericho District Land Board for the necessary transactions;
- (c) whether he is aware that there are squatters who have been living on the said land for the last 20 years; and
- (d) whether he could direct that these squatters be allowed to buy a portion of the land since they have nowhere else to settle.

B. 51 - 7.10.87

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Muturia):

Mr. Deputy Speaker, Sir, I am sorry I did not <sup>clearly</sup> hear the amendment that the hon. Member made ~~clearly~~. Could he be very clear?

MR. KIKUYU: Mr. Deputy Speaker, Sir, there are typing errors in part (a) of the Question. The first name there is Kiandani, and not Kiandanda; and the second name is Mwala, and not Mnyala.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Muturia):

Mr. Deputy Speaker, Sir, I beg to reply.

(a) It is true that land adjudication work was completed in the Mwala Adjudication Section some two months ago. Title deeds have not been issued because there is a dispute involving Machakos Forest and the two adjudication sections under reference, but this is being rectified. Kasinga Adjudication Section has not completed land adjudication because there have been so many objections lodged by the parties concerned which have taken a lot of time to dispose of.

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MR. KIKUYU: Mr. Deputy Speaker, Sir, could the Assistant Minister assure this House that when title deeds for these adjudication areas are ready, they will not be kept in his office, as has been the case with other areas in the same location?

MR. MUTURIA: Yes, Mr. Deputy Speaker, Sir.

Question No. 369

MR. arap KOSKE asked the Minister for Lands and Settlement:-

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(b) when the said land was referred to Kericho District Land Board for the necessary transactions;

(c) whether he is aware that there are squatters who have been living on the said land for the last 20 years; and

(d) whether he could direct that these squatters be allowed to buy a portion of the land since they have nowhere else to settle.

THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Mutura):

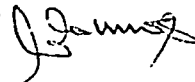
Mr. Deputy Speaker, Sir, I beg to reply.

(a) First of all, Parcel L.R. No. 6087 no longer exists because it was sub-divided into the following two portions: firstly, L.R. No. 11889, of 8.17 hectares owned by the Kenya National Museums; and secondly, L.R. No. 6087/2, of 218.133 hectares owned by Mr. <sup>Humphrey</sup> ~~Humbrey~~ Mwangi Watoro.

(b) The Kenya National Museums, being a Government institution, did not require consent from the Land Control Board. On the other hand, Mr. Watoro applied for consent in June, 1972, and approval for the transaction was obtained in August, 1972.

(c) The presence of squatters on the land was not reported when the application for the transaction was made in June, 1972, as stated above. However, later in 1984, the presence of some squatters there was reported by the District Commissioner.

END B



THE ASSISTANT MINISTER FOR LANDS AND SETTLEMENT (Mr. Muturia)CTD):

(d) The land on which these squatters are living is privately owned, and, therefore, the consent of the registered owner is required. If the squatters intend to purchase a portion of that land, they are at liberty to approach the rightful owner on the basis of willing-buyer-willing seller.

MR. KOSKE: Mr. Deputy Speaker, Sir, can the Assistant Minister tell the House the name of the district commissioner who chaired the meeting in which the transaction was actually consented to?

MR. MUTURIA: Mr. Deputy Speaker, with all the due respect, a district commissioner is not an ordinary person, but an office. So, at that time there was a district commissioner for that area, who chaired the meeting which transacted this business. If the hon Member knows him since he comes from there he should tell us his name. He did not ask me in his Question the name of the district commissioner who was there at that time.

MR. MUTISO: On a point of order, Mr. Deputy Speaker, Sir. I think the Assistant Minister is trying to mislead the House or hide the truth. The hon Member put his question very clearly as follows: 'Can he tell the House the name of the district commissioner?' We know that the district commissioner is an office; but he has a name. Is he in order to try and evade the truth? Can he come out clearly and say the district commissioner at that time was Mr. so-and-so?

MR. DEPUTY SPEAKER: I think this is a point of order. There is nothing irregular in what the Assistant Minister has said. All he is saying, according to the available information that he has, is that he cannot give the name of the district commissioner now, and that the body of the Question did not require the actual name of the district commissioner who signed the consent forms at that time. So, let us first of all agree that there is nothing irregular in what the Assistant Minister has said, as far as our Standing Orders are concerned. However, hon. Members may, actually, want to know other things from there.

MR. SHIKUKU: Arising from that ruling of yours, Mr. Deputy Speaker, and taking into account the reluctance by the Assistant Minister concerned to tell us the name of the district commissioner who was involved in this transaction, because

MR. SHIKUKU (CTD):

district commissioners in this country have names, could he go and find out the name of this particular district commissioner and then give the name to this House later on? Probably, he did not expect this supplementary question and that is why he does not have the name with him now.

MR. MUTURIA: Mr. Deputy Speaker, there is no problem with telling the hon Member the name of the district commissioner who was there that year. I can tell him this morning, if he comes to my office. If he comes at 11 o'clock, we will investigate and tell him.

MR. SHIKUKU: On a point of order, Mr. Deputy Speaker, Sir. Do we allow such a situation to arise since this Question is the property of the House? The Assistant Minister is telling us to go to his office. He is supposed to answer Questions here and not to ask us to go to his office.

(applause)

MR. DEPUTY SPEAKER: Mr. Assistant Minister, if the Member has asked you for the name, and you want the questioner to come to your office, how will the House know about it?

(applause)

MR. MUTURIA: Mr. Deputy Speaker, Sir, I apologise for that. I will bring the name of the district commissioner to the House because it is the property of the House.

(applause)

MR. MWACHOFI: Mhe Naibu Spika, maskwota ni watu wanaonekana, na si watu wanaofikiriwa. Sasa, Waziri Msaidizi anasema ya kwamba mwaka 1972 wakati ruhusa ilipotolewa ardhi ichukuliwe na mtu binafsi, je hawakujua kwamba kulikuwa maskwota, na hali hawa ni watu ambao wamekuwa mahali hapo kwa muda wa miaka 20 na wanaonekana? Ni sawa kwa Waziri Msaidizi kuendelea kuliambia Bunge hili kwamba hawakujua maskwota walikuwako, na hali walikuwako pale ndani? Kwa nini walitoa ruhusa ardhi hii ipewe huyu mtu binafsi na hii idara ya Serikali na hali kulikuwa wananchi pale ndani?

(applause)



MR. MUTURIA: Mr. Deputy Speaker, Sir, it is true that when this piece of land was being sub-divided, there were no squatters. But as every hon. Member knows, there are squatters in this country and there are instances especially in the Coast Province where hon. Mwachofi comes <sup>from</sup> where squatters are invading peoples' land every day. However, this is a question to be dealt with by the administration. We know there are squatters, we know they were there at that time and even now they are there and they will continue to be there. But, there were no squatters in that particular area at the beginning.

MR. KOSKE: Sir, is it really in order for the Assistant Minister to say that there were no squatters then and at the same time to tell us that when the report came later, it was discovered that there were squatters who did not actually come there as new squatters since they were there before? Is it really in order for the Assistant Minister to contradict himself? Can he now tell us what he is going to do with the squatters who were there including this man who bought this land because he was one of the squatters? We know this very well.

MR. MUTURIA: Sir, I said that there were no squatters at that particular time. Squatters came later and as every hon. Member knows, there are people without land in this country. Therefore, it is possible that these people came into this land as squatters later on.

MR. OMIDO: On a point of order, Mr. Deputy Speaker, Sir. We are dealing with a very serious matter here. The question of the squatters is a burning issue to some of us. How shall we know who is telling us the truth? The hon. Member for the area maintains that there were squatters when the land was sold and the Assistant Minister has repeatedly told the House that there were no squatters at that time. Sir, can I have your guidance? How are we going to know the truth because this is not a matter that we can just abandon? The squatter problem is a serious one.

MR. DEPUTY SPEAKER: Well, all what I can say is ~~may~~ only indicate what is likely to have happened. It is possible that the squatters were there as being alleged by the hon. Member, but because of the nature of the transactions in the land sale, there is the other possibility that the buyer who is now the

D.2.....7.10.87

MR. DEPUTY SPEAKER (Ctd.):

owner went privately to the original owner and negotiated without the knowledge of those who ~~xxx~~ were. Therefore, at the time when the Land Control Board sat, there was no information that there were squatters on the farm. I suspect that that is the only thing that could have happened although the Assistant Minister did not make that distinction.

MR. MUTISO: On a point of order, Mr. Deputy Speaker, Sir. I do not know whether your guidance is actually a ruling and if it is, then could the Assistant Minister withdraw his stand of maintaining that there were no squatters before that land was sold? Those of us who do not come from that area also suspect that they were squatters. The ~~z~~ Assistant Minister is misleading the House. Can he withdraw his remarks?

MR. DEPUTY SPEAKER: Perhaps I did not actually conclude because hon. Omido wanted guidance and I was giving my guidance on the basis of the information that has been given. Perhaps, I should have concluded by asking the Assistant Minister whether he is absolutely sure that there were no squatters at that time. Is that factual or an assumption?

MR. MUTURIA: Mr. Deputy Speaker, Sir, during the transactions, there is a rule laid down to suggest that whoever is a squatter in a particular land or elsewhere in the country must be reported first and registered.

AN HON. MEMBER: Where?

MR. MUTURIA: Sir, there are offices of the Chief, the District Officers and the District Commissioners. This should have been reported earlier so that we could know the genuine squatters and then deal with them. But as far as we are concerned, there was no squatters in that particular land at that time. Their presence was not reported to us officially.

END D.....

MR. SHIKUKU: Mr. Deputy Speaker, Sir, arising from your ruling which, I think, every hon. Member here who knows what goes on in this country agrees with it, and taking into account the fact that the hon. Questioner stated that this particular individual was one of the squatters staying there - the fellow was just too smart; he managed to get things going on there - if it is established that he was not the only squatter on that land, will the Assistant Minister consider revoking or asking the Land Control Board to consider other squatters who were on that land because we cannot take them to Egypt? They must be here, and they are entitled to some living, or to some place. Can he consider that?

MR. MUTURIA: Mr. Deputy Speaker, Sir, if that person was a squatter as the hon. Shikuku is alleging --

MR. SHIKUKU: No! The hon. Questioner is stating so.

MR. MUTURIA: Then that will be dealt with when it is established that he was one of the squatters.

MR. DEPUTY SPEAKER: Next Question, Mr. Omido.

Question No. 506

MR. OMIDO asked the Minister for Labour:-

- (a) if he is aware that M/S A.P. & Hall Equitorial Limited of P.O. Box 30663, Nairobi, sacked Mr. Josephat Lihanda on 23rd June, 1986, and have refused to pay him his terminal benefits;
- (b) if he is also aware that the employer has ignored all letters of demand addressed to him by the Ministry and has refused all appeals by the Ministry to attend a meeting to resolve this matter; and
- (c) why he has not prosecuted this employer.

THE ASSISTANT MINISTER FOR LABOUR (Mr. arap Metto): Mr. Deputy Speaker, Sir, I beg to reply.

(a) I am aware that Mr. J. Lihanda who was employed in 1981 as a labourer on casual basis and paid on weekly basis at his own request had his services terminated on 23rd June, 1986, following the

THE ASSISTANT MINISTER FOR LABOUR (Mr. arap Metto)(Contd.):

closure of work at the site where he was working. Mr. Lihanda lodged complaint at the Nairobi Labour Office on 26th June, 1986.

At a joint meeting held on 13th February, 1987, attended by the Financial Director and Operations Manager representing the employer, Mr. Lihanda and the Labour Officer, it was established that Mr. Lihanda was a casual employee working on and off, depending on the availability of work. The employer's representative, however, agreed to pay Mr. Lihanda as follows:-

(a)	One month's wages in lieu of notice	- Sh.1,056.90
(b)	Leave pay for 3 years amounting <sup>to</sup> /63days "	2,219.50
	Total	- <u>Sh.3,276.40</u>

The total amount of KSh.3,276.40 was paid by the employer, <sup>under</sup> and receipt No. AD.104855 issued on 16th February, 1987. Though not entitled to these payments, Mr. Lihanda still refused to accept them and demanded for severance pay which is not payable where a worker is declared redundant.

(b) No, I am not aware.

(c) I have not considered it necessary to prosecute this employer who has co-operated with my officers and offered to pay Mr. Lihanda more than his legal entitlement which Mr. Lihanda would be better advised to collect.

MR. OMIDO: Mr. Deputy Speaker, Sir, the Assistant Minister knows very well that under the laws of this country when a worker is a casual worker, he is not entitled to any benefits, whatsoever, leave alone the question of leave. He knows that I have brought questions into this House very many times about casual workers because they lose their leave days when they are declared redundant. Now, the fact that the employer has agreed to pay Mr. Lihanda's three years leave is a confirmation that Mr. Lihanda was not a casual worker but a permanent employee.

Secondly, Sir, Mr. Lihanda's place of work closed down and,

MR. OMIDO (Contd.):

therefore, his work ended because there was no more work for him. This clearly amounts to redundancy. I am sure the Assistant Minister is aware that his officer has signed many letters of dispute.

MR. DEPUTY SPEAKER: Mr. Omido, will you ask your supplementary question, please? Do not make a speech.

MR. OMIDO: Yes, Sir. He knows that this Question has been put to his Ministry and <sup>he</sup> has signed documents referring redundancy cases to the Industrial Court for arbitration. Can the Assistant Minister pursue this matter and make sure that Mr. Lihanda who was, by virtue of what the Assistant Minister has said, a permanent employee paid some redundancy benefits?

MR. arap METTO: Mr. Deputy Speaker, Sir, I was expecting the hon. Member to appreciate the efforts the Ministry has done in trying to see whether Mr. Lihanda was really a permanent employee or not. ~~I hope~~ <sup>Since</sup> the hon. Member is still pursuing the matter, I am advising him that if he has some information or some letters which can assist the Ministry to find ways and means of establishing whether this employee was permanent or casual, it would really help. According to us, we were not able to establish whether Mr. Lihanda was permanent or not. This is why we urged the employer to pay him though we knew that he was not entitled to that payment. So, I do not see how my Ministry can pursue this matter further.

MR. OMIDO: Mr. Deputy Speaker, Sir, of course, I do appreciate the efforts the Ministry has made. But the fact still remains that that is not enough. The Assistant Minister knows that many workers in this country have no letters of appointment. They are simply covered by agreements signed for or entered into between employers and the various trade unions. This happens to be one of the cases that is involved here. Can the Assistant Minister then produce a document to prove that Mr. Lihanda requested to be placed on casual

MR. OMIDO (Contd.):

workers basis? He says that Mr. Lihanda requested to be placed on casual workers basis. Can he substantiate that?

MR. arap METTO: Mr. Deputy Speaker, Sir, since this matter has been considered in detail between my Ministry, the employers and the representaitves of the employee, I do not think there is any other information that can assist my Ministry to pursue this matter further so that this employee could be retained and confirmed as permanent. He was declared redundant because there was no work for him to do.

MR. OMIDO: Mr. Deputy Speaker, Sir, the Assistant Minister is saying exactly what I am saying. The employee was declared redundant, and under the laws of this country, the employee is entitled to <sup>redundancy</sup> ~~redundant~~ pay. The Assistant Minister, in his original reply, told the House that Mr. Lihanda requested to be placed on casual basis. What I am asking him to do is to substantiate that Mr. Lihanda actually did ask to be a casual worker?

End E.

MR. arap METTO: Mr. Deputy Speaker, Sir, according to available information, as I have already stated, this employee was paid on weekly basis. That proves that he was a casual employee.

Question No.540

MR. DEPUTY SPEAKER: Mr. Angatia is not in? Next Question.

Question No.116

MR. SHIKUKU asked the Minister for Transport and Communications how much money the Kenya Ports Authority did pay Messrs Safnjaco Enterprises in respect of Invoice No.6151 dated 27th December, 1985 and whether these goods were actually received by the Authority.

THE ASSISTANT MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Keriri): Mr. Deputy Speaker, Sir, I beg to reply.

Kenya Ports Authority paid Messrs Safnjaco Enterprises Kshs.904,780/- in respect of invoice No.6151 of 27th December, 1985. The goods were actually received by the authority under delivery note No.1451 of 27th December, 1985 and acknowledged under the Authority's goods received note No.4390 of 27th December, 1985.

MR. SHIKUKU: Arising from that reply, is the Assistant Minister aware, and I know that he is aware, that the Controller and Auditor-General had listed this invoice on page 51 of his Report as one of the irregular purchases?

MR. KERIRI: Mr. Deputy Speaker, Sir, we are aware that the Controller and Auditor-General has listed this invoice in his Report, but the point is that we shall discuss that when we come to discuss that Report in this House.

MR. SHIKUKU: Mr. Deputy Speaker, Sir, you being a Member of this House, know that we debate the Controller and Auditor-General's Reports which have been discussed by the Public Accounts Committee? Do we/ever change figures of the Controller and Auditor-General?

MR. arap METTO: Mr. Deputy Speaker, Sir, according to available information, as I have already stated, this employee was paid on weekly basis. That proves that he was a casual employee.

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MR. SHIKUKU (CTD):

We only debate what the Controller and Auditor-General has reported. We do not change figures. So, whether we wait for 1990 to come the fact remains, the Controller and Auditor-General said this money was irregular. Does that change anything?

MR. KERIRI: Mr. Deputy Speaker, Sir, I do not quite understand what reply the hon. Member wants me to give. I am not saying that figures change. I am far from saying that figures change. I am not saying that they change. How can figures change? How can Shs.904,780/- change to anything else?

MR. MWACHOFI: Mr. Deputy Speaker, Sir, one of the weaknesses of the system within which the Controller and Auditor-General and the Public Accounts Committee operate is that is an ex-post-facto exercise. Mr. Deputy Speaker, Sir, that is why the Government has found it fit to ~~xx~~ have internal auditors. So, the Assistant Minister should be grateful that questions are being raised from reports of internal audit. Can he tell the House why his Ministry has repeatedly been hostile to Questions by hon. Shikuku as regards the Kenya Ports Authority? These are Questions which are genuinely based on reports by the internal auditors.

MR. KERIRI: Mr. Deputy Speaker, firstly, I do not think any one of us has been hostile to hon. Shikuku. We have merely replied to his Questions. Secondly we are not talking about internal auditors' queries. Hon. Shikuku has spoken about the Controller and Auditor-General's Report and quoted a case contained in the Report. So, we are not talking about internal auditors' queries. We are talking about the Controller and Auditor-General's Report. So, I do not understand why hon. Mwachofi should say that we are being hostile to hon. Shikuku.

END F.....

MR. SHIKUKU: Mr. Deputy Speaker, Sir, arising from that reply and taking into account the Assistant Minister's earlier statement to the effect that he does not disagree with me about the Controller and Auditor-General's Report <sup>assertion</sup> found on page 21, Could he tell the House and the nation why he still comes to this House to tell the nation that this money was properly received and spent <sup>?</sup> ~~then~~ the Controller and Auditor-General says that it was irregularly spent. Whether we have debated the Report or not, this does not change the figure <sup>now or</sup> quoted here. That figure will not change whether we debate the Report/in 1990. It will remain the same. Why does the Assistant Minister <sup>not</sup> tell the nation that this money was irregularly spent, as stated by the Controller and Auditor-General. <sup>?</sup> He should tell the nation the truth.

MR. KERIRI: Mr. Deputy Speaker, Sir, I am not saying that I disagree with hon. Shikuku that this payment was irregular. I agree with hon. Shikuku when he says that the Report by the Controller and Auditor-General points out that the payment was irregular. The Minister did say yesterday <sup>that</sup> this is not the only matter that is contained in the Controller and Auditor-General's Report. The Report by the Controller and Auditor-General will come here and we shall discuss it and we shall explain all the points raised in <sup>it</sup> ~~the Report~~ at that time. That is all we are saying.

MR. SHIKUKU: On a point of order, Mr. Deputy Speaker, Sir. Is it in order for the Assistant Minister to mislead this House by saying that when the Controller and Auditor-General's Report comes here, he will explain. <sup>?</sup> Have you ever heard <sup>of</sup> anything like that in your life here, Mr. Deputy Speaker. <sup>?</sup> I have never seen any Minister standing up when we are debating the Public Accounts Report to try and explain anything. Is the Assistant Minister in order to mislead <sup>?</sup> the House. No Minister ever explains what happens.

MR. KERIRI: Mr. Deputy Speaker, Sir, I did not say that the Minister will stand up here and explain. There is a procedure to be followed and the hon. Member knows this procedure even better than I do. He knows that the Report by the Public Accounts Committee will be Tabled here. The Public Accounts Committee is a Committee of this House and the hon. Member knows that. The officials and everybody else who is concerned will explain that matter in the Public Accounts Committee before the Report comes here. I am not saying that I will stand here and explain it, but there is a procedure to be followed and the hon. Member knows this procedure even better than I do, since he has been here for many more years than I.

MR. MUTISO: Mr. Deputy Speaker, Sir, the Assistant Minister agrees that the money was paid and goods delivered and used. In his Report, the Controller and Auditor-General queries this matter and says that this particular purchase of goods was irregular. Did the Minister take any trouble to find out what the Controller and Auditor-General meant by saying that this purchase of goods was irregular?

MR. KERIRI: Mr. Deputy Speaker, Sir, the answer is "Yes". We are taking trouble to find out why there is a difference in opinion between the Controller and Auditor-General and the management and that is why I am saying that the matter will be explained.

MR. DEPUTY SPEAKER: Mr. Ekidor's Question.

Question No. 534

MR. EKIDOR asked the Minister for Education:-

- (a) whether he could explain how the E.E.C funds (Micro Project) given to Lodwar High School amounting to K.Shs.900,000/- were spent, and
- (b) when the project on this school will be completed.

THE ASSISTANT MINISTER FOR EDUCATION (Mr. Kisiero): Mr. Deputy Speaker, Sir, I beg to reply.

It is not true that the funds from the European Economic Community were given to Lodwar High School direct. These funds were given to the District Development Committee to put up a tuition block and three teachers' houses. The District Development Committee purchased the materials and paid for the services rendered. The tuition block is 95 per cent complete and the teachers' houses are 85 per cent complete.

The answer to part (b) of the question is that on 12th June, 1987, the representatives of the European Economic Community, accompanied by a senior officer of the Ministry of Planning and <sup>National</sup> Development, visited Lodwar High School and were satisfied with the work already done. It is anticipated that construction work will be completed before December, 1987.

MR. EKIDOR: Mr. Deputy Speaker, Sir, would the Assistant Minister tell the House out of the Shs. 900,000/—, how much money still remains now and where it is? Is it in the bank, at school, with the district development committee or has it been misappropriated?

MR. KISIERO: Mr. Deputy Speaker, Sir, as I said, a small percentage of work still remains to be done and it is obvious that the remaining amount of money is in the form of materials which may have been purchased or which will be purchased by the District Development Committee. However, in due course, the buildings should be completed and the money that has not been spent so far will be spent to complete these buildings.

MR. MUTISO: On a point of order, Mr. Deputy Speaker, Sir. The Assistant Minister has not answered the question. The question is: where is the balance of the money? <sup>the money</sup> Whether ~~it~~ is in the form of materials or cash, could he tell us whether it is with the District Development Committee <sup>or</sup> at school?

the money

MR. KISIERO: Mr. Deputy Speaker, Sir, is with the District Development Committee. The Government handed the money to the District Development Committee and through the normal system of tendering, the district development committee purchased the materials and paid the contractor. So, all the money has already been handed to the District Development Committee.

MR. KILIKU: On a point of order, Mr. Deputy Speaker, Sir. The Assistant Minister is not answering the question asked by the hon. Questioner. The hon. Questioner wanted to know how much out of Shs.900,000/—, is still remaining, whether in terms of cash or materials. We would like to know how much of that money is remaining and where it is. That is the question.

MR. KISIERO: Mr. Deputy Speaker, Sir, as I have said, 95 per cent work on the tuition block is complete and 85 per cent work on the teachers' houses is complete. That means only 5 per cent of the work on tuition block is undone and 15 per cent in the case of teachers houses and the balance of the money is in the form of cash or materials which is with the District Development Committee and this money is going to be spent.

MR. SHIKUKU: Mr. Deputy Speaker, Sir, we know that the balance of the money is in the form of money or materials, but could the Assistant Minister be specific enough and tell us how much materials and money is with the District Development Committee. Is he aware that the <sup>hon</sup> Member for the area is also a member of the District Development Committee, and also a member of the School Board of Governors? If this money and materials is with the District Development Committee, as the Assistant Minister would like us to believe, the hon. Member would have known it. That is why the hon. Member is asking the Assistant Minister to tell us specifically how much material and cash money is remaining and where it is. This is because the hon. Member knows that it is not there.

MR. KISIERO: Mr. Deputy Speaker, Sir, I do not have a computer type of head to calculate how much of the shs.900,000/= is remaining. shs.900,000/= was the total money made available and 95 per cent of that money has been used on tuition block and 85 per cent on teachers houses. In any case, the buildings in question will be completed with the funds already with the District Development Committee (DDC).

MR. SHIKUKU: On a point of order, Mr. Deputy Speaker, Sir. Are you aware that the Assistant Minister is taking this House for a ride? I am saying this because when we have a question like this one, the Assistant Minister ought to have asked his officers how much materials and how much cash is still left unused. Is he in order to come and tell us that he does not have a computer type of head? We are not asking him to turn his head into a computer. He is supposed to get this information from the field and furnish it to this House.

MR. KISIERO: Mr. Deputy Speaker, I do not know why the hon. Member for Butere is asking for the actual money and material which has remained unused, when I have assured the House that the remaining part of the building will be completed with the funds remaining with the DDC.

MR. KILIKU: Mr. Deputy Speaker, our worry is not about the completion of the buildings but the balance of the money and in what form it is; that is, whether in the form of cash or materials. In view of this, could the Assistant Minister be given more time to look for further information, regarding this matter, because it seems he has not done his homework?

(END G.....)

problem

MR. DEPUTY SPEAKER: Mr. Minister, I think the difficulty <sup>answer</sup> Question for either in here is that the hon. Members want you to <sup>monetary or</sup> material terms. How much of that Kshs.900,000/- can be explained to exist before the actual utilisation of the building. That is all. So it is either you have it or-----

(applause)

MR. KISIERO: Mr. Deputy Speaker, Sir, that is alright. I will give them the figures.

Question No.489

Bw. MWACHOFI alimuuliza Waziri wa Elimu ni kwanini mkuu wa shule ya Tarasaa Secondary School amekataa kurudisha karo za mwanafunzi Njumwa Mwangola ambaye alilala katika shule hiyo usiku mmoja tu (19.3.1985), hata baada ya kuulizwa kurudisha hizo karo na mkuu wa Elimu Mkoani Pwani kwa barua CPS/5/24/9/Vol.11/(43) ya 29.4.1986.

THE ASSISTANT MINISTER FOR EDUCATION (Mr. Kisiero):

Bw. Naibu Spika: naomba kujibu.

Mwanafunzi kwa jina la Njumwa Mwangola <sup>amekwisharudishiwa</sup> kurudishiwa karo zake Shs.850/- alizolipa Mwalimu Mkuu wa shule ya Tarasaa Secondary School <sup>M</sup> alipokubaliwa kuiingia kidato cha tano tarehe 19.3.1986.

MR. LUKINDO: Bw. Naibu Spika, mhe. Waziri Msaidizi anaweza kuliambia Bunge hili mwanafunzi huyu alirudishiwa pesa zake tarehe gani, mwezi gani, mwaka gani, na <sup>Kwa</sup> cheki namba <sup>ngapi</sup> gapi?

MR. KISIERO: Bw. Naibu Spika mwanafunzi huyu Njumwa Mwangola alirudishiwa hizo pesa kwa cheki nambari 707688 kama ilivyodhihirishwa kwa barua ya Mwalimu Mkuu wa Shule ya Upili ya Tarasaa nambari THS/F/1/2/Vol.II/116 ya tarehe 13.10.1986 iliyoandikwa kwa Mkuu wa Elimu Mkoani Pwani.

MR. KISIERO (CTD.):

Bw. Naibu Spika, huyo Mkuu wa Elimu katika Mkoa wa Pwani naye kwa barua yake nambari (CPS/5/24/9/61) alituma cheki ya dhamana ~~ya~~ ya Kshs.850/- kwa Mkuu wa Coast Institute of Technology, Voi, ~~na~~ amjulisha amrudishie Njumwa Mwangola pesa hizo. Ilimbidi Mkuu wa Elimu Mkoani Pwani kutuma pesa hizo kwa sababu wakati huo huyu mwanafunzi alikuwa amekwishajiunga na Chuo hicho cha Coast Institute of Technology na kujiandikisha kusoma Certified Public Accountant (C.P.A.) sehemu ya kwanza kuanzia tarehe 1.5.1985

MR. MUTISO: Bw. Naibu Spika, Waziri Msaidizi anaweza kuliambia Bunge hili hapo awali ni sababu gani zilimfanya huyu Mwalimu Mkuu kwanza kukataa kutoa hizo pesa hadi aliposhurutishwa na Mkuu wa Elimu Mkoani Pwani?

MR. KISIERO: Bw. Naibu Spika, huyu Mwalimu Mkuu ~~na~~ hakushurutishwa kulipa pesa hizi, lakini baadaye alipoona kwamba mwanafunzi huyu hakuweza kuendelea na masomo, alipeana cheki hiyo. Alimtumia Mkuu wa Elimu Mkoani Pwani cheki hiyo ~~na~~ lakini ~~hakushuru~~ hakushurutishwa.

MR. MWACHOFI: Bw. Naibu Spika, ni jambo la aibu sana kwa Waziri Msaidizi kuendelea kulipotisha Bunge hili anaposema kwamba hakukuwa na shida. Kufuatana na jawabu la Waziri Msaidizi mwanafunzi huyu alijiunga na shule hii tarehe 19.3.1985 na akalala usiku mmoja peke yake. Tena kufuatana na jawabu la Waziri Msaidizi mpaka kufikia mwaka uliyofuata, tarehe 29.4.1986, pesa ~~hizi~~ bado zilikuwa hazijarudishwa. Ni baada ya mzazi wa huyu mtoto kumwandikia Mwalimu Mkuu barua na akatuma nakili kwa Provincial Education Officer (P.E.O.) na kwangu, mwezi wa Oktoba, 1986, walianza kulifikiria jambo hili. Waziri Msaidizi anaweza kuliambia Bunge hili ni kwanini ilimchukua huyu Mwalimu Mkuu mwaka mmoja na nusu kurudisha pesa hizo? Ni kwanini alikuwa anakataa nazo?

(END.....H)



7.10.87.

JMK.

MR. KISIERO: Bw. Naibu Spika, pengine huyu mwalimu mkuu alikuwa na hitilafu katika kumbukumbu zake, lakini jambo lililo la busara ni kwamba mwishowe alitambua kwamba alikuwa akimkosea huyu kijana na akakubali kumrudishia pesa zake.

MR. DEPUTY SPEAKER: Mr. Boru's Question.

Question No. 544

MR. DEPUTY SPEAKER: Mr. Boru not here to ask his Question? Okay, let us now go back to Mr. Angatia's Question.

Question No. 540

MR. SHIKUKU, on behalf of Mr. Angatia, asked the Minister for Transport and Communications when he will construct bumps at Lubao, Kakunga, Malava, Butali, Mat-sakha, Matete and Kaburengu markets along Kakamega - Webuye road as recommended by the Kakamega District Development Committee.

THE ASSISTANT MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. arap Koech):  
Mr. Deputy Speaker, Sir, I beg to reply.

The Kakamega District Development Committee, in their minute 28/86, No. 12 of 28th July, 1985, identified two <sup>sites</sup> sides only - Butali and Matete - for the construction of bumps. The Ministry, on further investigations, found it adviceable to instal bumps at two other sites, that is, Malava and Lurambi. The installation of bumps on these two centres along the Kakamega-Webuye road is in hand. Bumps have already been installed at Malava and the team is now working at Butali. The whole work is expected to be completed before the end of this month.

MR. SHIKUKU: Mr. Deputy Speaker, Sir, although in the beginning the Assistant Minister had given the impression that he was not going to do anything about this matter, I would like to thank him for his reply. Would he not agree with me that it was as a result of this Question being tabled here that they are now doing something about Malava? I passed there two weeks back on my way to Kiminini Settlement Scheme and there were no bumps at all. It is actually because of this Question that they are now trying to do something about the installation of bumps there.

7.10.87.

MR. arap KOECH: Mr. Deputy Speaker, Sir, I do not agree with the hon. Member because when the D.D.C. identified these particular sites, there was a need for an investigation to be conducted, after which the work was to commence.

MR. SHIKUKU: Mr. Deputy Speaker, Sir, the Assistant Minister is relying on the information he gets from his officers in the field. Is he aware that I travelled along that road about a week ago and there was no construction work going on at Malava or Matete? That is why I am saying that the contention here is that it was only after this Question was ~~in~~ tabled that somebody started to make a move. I do not have to deny that they may be doing something there now, but I will be there again this week and I will come back and find out whether the work is not as a result of this Question being tabled here.

MR. arap KOECH: Mr. Deputy Speaker, Sir, I want to assure the hon. Member that the work is already ~~is~~ going on. This is ~~is~~ a Question by Private Notice which did not just come to us last week or within this month such that the hon. Member may want us to believe that the work going on there is as a result of the Question. This Question came up sometime ago. So, it was only the question of further investigations conducted by the Ministry, as I said before, and then the Ministry had to get started by mobilising itself before the job could be started. However, if the hon. Member knows of anything that has been delaying the commencement of the work, then he can let us know so that we can ~~can~~ speed up the process.

MR. SHIKUKU: Thank you very much, Mr. Deputy Speaker, Sir.

MR. DEPUTY SPEAKER: Order! Order, hon. Members. I am not sure that I am in agreement with the <sup>Assistant</sup> Minister. This is not a Question by Private Notice but rather an ordinary Question. So, what the Assistant Minister has said is not true.

MR. arap KOECH: Mr. Deputy Speaker, Sir, I said that this is not a Question by Private Notice; it is an ordinary Question.

MR. KANINDO: Mr. Deputy Speaker, Sir, will the Assistant Minister ensure that in ~~the~~ future when there is road construction <sup>going</sup> on they will be making provision <sup>these to be marked clearly</sup> for <sup>h</sup> bumps <sup>h</sup> construction so that they are done beautifully rather than having ~~g~~ them

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MR. KANINDO (ctd.):

constructed later? When they are constructed after the road has been tarmacked, they are constructed with sharp edges that break cars.

MR. arap KOECH: Mr. Deputy Speaker, Sir, that is a good suggestion and, I believe, hon. Members being members of district development committees, will pass <sup>that suggestion</sup> ~~it~~ to their respective committees.

#### POINTS OF ORDER

MR. MWACHOFI: Jambo la nidhamu, Bw. Naibu Spika. Jambo langu la nidhamu linahusiana na Swali Nambari 427 lililojibiwa mnamo tarehe 21.7.87 na Waziri wa Ustawi wa Maji, mhe. Mwendwa. Katika Swali hilo, nilikuwa nimeuliza ni kwa nini Bw. Stephen Mwaikwasi Mwandime hajalipwa mshahara wake wa Desemba, 1983. Katika jawabu la Waziri, aliomba msamaha kwamba mshahara huo ulikuwa umechelewa na akaliambia Bunge kwamba Bw. Mwandime akienda ~~katika~~ katika ofisi ya Wizara ya Ustawi wa Maji, Voi, mnamo mwisho wa Julai, angelipwa mshahara wake. Jambo la kushangaza ni kwamba tangu siku hiyo hadi leo, mwezi wa Oktoba, huyu Bw. Mwandime amekuwa akienda katika ofisi ya Wizara ya Ustawi wa Maji, Voi, na kila anapoenda ~~ak~~ anaambiwa kwamba hawa watu hawajana chochote na kawajui jambo lolote ~~ki~~ kuhusu mshahara wake.

Bw. Naibu Spika, hii ni kuonyesha kwamba Waziri alilipotisha Bunge hili au amelinyima Bunge lenyewe heshima linalostahili kwa sababu ingawa alitoa ahadi yake katika Bunge hili, hadi sasa Bw. Mwandime ~~ak~~ hajalipwa mshahara wake. Ningemtaka aeleze ni kwa nini jambo hili limeendelea kuwa vile vile na ni lini Bw. Mwandime atakapolipwa mshahara wake.

MR. SHIKUKU: On a point of order, Mr. Deputy Speaker, Sir.

MR. DEPUTY SPEAKER: I am waiting for the Minister to respond since he is in the House.

THE MINISTER FOR WATER DEVELOPMENT (Mr. Mwendwa): Bw. Naibu Spika, naomba radhi ikiwa ahadi yangu haikutimizwa. Hata hivyo, nitaenda kuona ni nini kilichofanyika.

MR. MWACHOFI: Lini?

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MR. DEPUTY SPEAKER: Mhe. Waziri amesema kwamba ataenda kuangalia <sup>ni</sup> nini kilichofanyika, na kwa hivyo hatuwezi kusema ni lini atakavyofanya hivyo.

MR. SHUKUKU: Bw. Naibu Spika, in view of the fact that huyu mtu anahitaji hizi pesa na hajazipata, Waziri anaweza kutuambia ni lini atakapolichunguza jambo hili na amletee mhe. Mwachofi hundi ili ampelekee Bw. Mwandime?

THE MINISTER FOR WATER DEVELOPMENT (Mr. Mwendwa): Bw. Naibu Spika, ikiwa Waheshimiwa Wabunge watafurahia, naweza kuondoka sasa hivi kulichunguza jambo hili.

(Hon. Mwendwa withdrew from the Chamber)

MR. SHUKUKU: Jambo la nidhamu, Bw. Naibu Spika. Nina mambo kama mavili hivi ambayo nataka kusema hapa. Jambo la kwanza linahusiana na habari zilizochapishwa katika gazeti la Sunday Nation la tarehe 13.9.87, ambazo zinatisha sana. Habari hii inahusiana na magunia yaliyotoka nje ya nchi hii na kuingizwa humu nchini. Kwa sababu hiyo, wafanyakazi wanaofanya kazi katika kiwanda cha kutengeneza magunia hapa nchini wanakabiliwa na hatari ya kufutwa kazi. Ni kutokana na ~~kuwa~~ habari hiyo ambapo ningemtaka Waziri wa Biashara atoe taarifa katika Bunge hili na atueleze kinaganaga ni kwa nini magunia haya ~~ni~~ yaliletwa hapa nchini na ni ~~ni~~ nani aliyefanya hivyo ndipo akaleta shida kwa watu wetu wakati huu ambako nafasi za kazi ni haba hapa nchini. Hilo ni jambo la kwanza.

Jambo la pili, nataka kufuatilia maoni yaliyotolewa na mhe. Mwachofi, kwamba Waziri akituahidi kitu katika Bunge hili, tunatumainia kwamba atarudi na kutimiza ahadi yake. Yafaa ahadi ikitolewa iwe ikitimizwa. Kwa mfano, katika Kanuni za Bunge, inasemekana kwamba Waziri akiwasilisha hati katika Bunge, hati hiyo iwe kamilifu. Ninaposema hivyo, nafikiria juu ya hati ya Guarantee of a Loan to the Kenya Ports Authority ambayo inahitajika kuwa na appendix. Nimefanya bidiii juu chini lakini sijaona appendix iliyoambatana na hati hiyo ilipowasilishwa Bungeni *na Waziri wa Fedha.*

MR. SHIKUKU (ctd);

Hii, Bw. Naibu Spika, inaonyesha kwamba Waziri ameleta karatasi yenye taarifa ambayo si kamili. Kwa hivyo tungetaka Waziri ~~si~~ aeleze ni kwa nini hiyo Appendix haionekani.

~~W~~

Pia Bw. Naibu Spika, mnamo tarehe 25.6.87 Waziri wa Biashara Prof. Ng'eno alitoa ahadi katika Bunge hili kwamba--

Bw. Naibu Spika, ningependa kusoma nakili ya taarifa ambayo nimeandika hapa kwa Lugha ya Kiingereza ili iwe rahisi kidogo. Maneno hayo ni kama yafuatayo.

"On 25.6.87, the Minister for Commerce, Prof. Ng'eno, in reply to my Question No.96 promised the House that he would lay on the Table of this House a list of companies or firms that had 51 per cent shares held by Africans in clearing and forwarding."

Bw. Naibu Spika, Waziri alitoa ahadi hiyo mnamo tarehe 25.6.87. Lakini inaonekana kwamba Waziri anadhani kuwa sisi tumesahau. Hata hivyo kazi ya wengine wetu hapa ni kukaa katika Bunge hili na kuyakumbuka mambo. Waziri hajaitimiza ~~ahadi~~ ahadi hiyo. Kwa hivyo ningependa aje atoe taarifa yake hapa na kuitimiza ahadi yake kwa Bunge hili. Hii ni kwa sababu pesa nyingi za kigeni zinapelekwa ~~na~~ nje ya nchi hii yetu.

Tena Bw. Naibu Spika wa muda, tarehe hiyo hiyo ya *nilisema,*  
25.6.87, na ningependa ~~kunakili~~ kunakili kama ifuatavyo:-

"I raised in this House the freedom of movement as provided for under Section 80 of the Kenya Constitution which was being violated by Mr. Chris Kirubi, Manager of ~~Life~~ International Life House in Mama Ngina Street and sought what steps the Attorney-General was going to take in view of the fact that the said building is a public place with offices open to the general public."

Nilimuomba Mkuu wa Sheria aje na kutoa taarifa hapa lakini utaona kwamba mpaka leo hajatoa taarifa yo yote kuhusu jambo hilo.

Bw. Naibu Spika, jambo lingine langu la nidhamu ni kama ifuatavyo, and I quote.

"Hon. Fred Omido, in Question No.396 addressed to the Minister for Labour in connection with a Mr. Peter Maina, an employee of Messrs. Wire Products Limited, was dismissed on 18/3/85 after 15 years of service with the said company. The hon. Member promised to lay on the Table of this House documents proving that Mr. Peter Maina was dismissed on 18/3/85 and not on 18/3/87 as had been stated by ~~the~~ Mr hon. Okondo, the Minister for Labour."

Bw. Naibu Spika, kulikuwa na mabishano na mhe. Omido aliahidi kwamba angeleta documents kuonyesha kwamba huyo mtu alifutwa kazi mnamo tarehe 18.3.85 na si 18.3.87 kama vile Waziri alikuwa amedai. Kwa hivyo utaona kwamba jambo hilo ~~hakijaziteka~~ halijaletwa katika Bunge hili. Ingefaa mhe. Omido aambiwe kwamba k tunayataka hayo maneno.

Jambo lingine la ~~naix~~ nidhamu, Bw. Naibu Spika, ni kama ifuatavyo. I will quote as follows.

"On 22.7.87 I stood on a point ~~of~~ of order and asked the ~~Minister~~ Minister for Finance to make a Ministerial Statement as to what happened to Sessional Paper No.5 of 1986 which had been laid on the Table of the House last year, 1985, and which, during the seven days period as provided under Section 52 of the Guarantee Loans Act Cap.461, gave notice of a Motion not to guarantee the loan taking into account the fact that the House was prorogued at the end of 1986 and also considering the fact that I renewed my Motion ~~in~~ early this year, is it not time the Minister for Finance told the House whether the said report was re-laid on the Table of this House and if not what is happening? Is he ~~is~~ continuing to pay the money?"

Bw. Naibu Spika, nilimuomba Waziri wa Fedha atoe maelezo yake kuhusu jambo hilo. Alipoileta hiyo Guarantee mimi niliipinga. Bunge iliahirishwa na vitu vyote vikafa. Lakini utaona kwamba mwaka huu mimi nimependekeza Hoja hapa ~~kwa~~ kuipinga hiyo Guarantee. Nimeangalia katika records zetu na nimegundua kwamba Waziri hajaiweka hiyo Sessional Paper No.5 of 1986 Mezani. Kwa hivyo ningetaka Waziri atueleze kama anazitumia hizo pesa na ni siku gani ambapo ataiweka Taarifa hiyo Mezani. Huenda ~~ikwa~~ ikawa anazitumia hizo pesa; sina uhakika. Lakini ningependa Waziri atoe taarifa katika Bunge hili na kueleza ni kwa nini yeye hajayafanya mambo ~~ya~~ hayo.

Pia Bw. Naibu Spika, nikiwa katika jambo langu la misho la nidhamu, nilimtaka Mkuu wa Sheria ~~akaze~~ aeleze ni sheria gani ambayo inampa assistant chief au chief uwezo wa kuchukua kuku, meza, sahani, mbuzi na kadhalika kutoka kwa wananchi wakishindwa kutoa michango ya Harambee. Mkuu wa Sheria aliahidi kwamba atakuja kutoa taarifa hapa Bungeni lakini mpaka sasa hajafanya cho ~~chote~~ chote. Nina mengi ya kusema lakini wakati hautoshi. Hii inaonyesha kwamba Bunge hili sasa halipewi heshima. Huu ni mfano tu. Kama Mawaziri wanatoa ~~ka~~ ahadi katika Bunge hili ni lazima ~~wazitimize~~ wazitimize ahadi hizo. Hii ni kwa sababu heshima ya Bunge hili itashushwa chini ikiwa ~~tu~~ tunapewa ahadi na <sup>Mawaziri</sup> ~~Mawazi~~ ambazo hazitimizwi. Mtindo kama huo ukiendelea Bunge hili halitakuwa na maana. Yafaa vile vile ifahamike kwamba watu wa ~~Kenya~~ Kenya hutoa pesa nyingi kama kodi ili kutuweka katika Bunge hili. Kwa hivyo ni lazima heshima ya Bunge hili ~~idumishwe~~ idumishwe. Kwa hivyo ni lazima Mawaziri na Wabunge wengine kama vile mhe. Omido wafahamu kwamba wakitoa ahadi katika Bunge hili ni lazima wazitimize kwa sababu Bunge hili ni ~~la~~ la heshima. Kwa hayo machache nasema ahsante sana Bw. Naibu Spika.

THE ASSISTANT ~~MINISTER~~ MINISTER FOR COMMERCE

(Mr. Kimemia): Bw. Naibu Spika, kufuatana na swali ambalo limeulizwa na mhe. Shikuku ~~kutasa~~ kuhusiana na Wizara yangu, ningependa kusema kwamba nitafanya uchunguzi na kuleta jawabu katika Bunge hili.

MR. DEPUTY SPEAKER: Maybe that is a very long list that has been given. I hope that hon. Members will appreciate that when promises are made in the House they are intended to be fulfilled as quickly as possible - soon after the event. This is because if we are ~~going~~ going to remind ourselves what should have happened six months from now everybody here will understand; we will not be moving. We do not want to people who are looking backwards on what we ought to have done and we have not done it. So, I am hoping that the Ministers concerned - and hon. Members who made promises to this House - will take note of this and bring their replies and explanations as quickly as possible, within the next ~~x~~ Sitting Days.

Next Order.

## MOTION

THAT, considering the fact that River Engare Uaso Nyiro, which originates in Nyandarua mountains and flows through Nyeri, Laikipia, Samburu and Isiolo Districts before going underground somewhere in ~~Nairobi~~ North Eastern Province, is not adequately put to use in the said districts for irrigation; this House urges the Government to assist in harnessing the waters of River Engare Uaso Nyiro for irrigation purposes.

(Mr. Muthura on 29.7.87)

(Resumption of debate interrupted on 29.7.87)



MR. DEPUTY SPEAKER: We have this Motion on which Mr. Hassan was contributing when the House adjourned. The text of the Motion appears as amended. So, Mr. Hassan will continue for 8 minutes. Hon. Members ~~have~~ still have one hour and five ~~minutes~~ minutes to continue. Mr. Hassan.

MR. HASSAN: Can we move on to the next Motion, Mr. Deputy Speaker, Sir? I do not have---

MR. DEPUTY SPEAKER: No, we do not go to the next Motion; we go to the next speaker. Mr. Khalif.

MR. KHALIF: Thank you very much, Mr. Deputy Speaker, Sir, for giving me this opportunity to contribute on this very important Motion. This Motion is calling for more irrigation activities using the waters of River Engare Uaso Nyiro. But Mr. Deputy Speaker, Sir, I stand to oppose this Motion. I know that it is unusual for Back-benchers to oppose Motions which are introduced into this House by their colleagues. But I do oppose this Motion because it is not in the interests of my people; the people of Wajir District and North Eastern Province as a whole. The Motion is calling for more irrigation on the upper parts of River ~~Engare~~ Engare Uaso Nyiro. I say this because just about 15 years ago this river used to flow naturally to Wajir ~~District~~ and Garissa districts.

Mr. Deputy Speaker, Sir, you will now find that because of excessive irrigation on the upper course of the River, the River has gone underground. We have introduced Motions in this House urging the Government to stop excessive irrigation on this River because excessive irrigation has caused the river to go underground in some parts of North Eastern Province. I believe that there are laws governing the regulation and use of water resources in this country.

MR. KHALIF (Ctd.):

These laws take into account the interests of all the people living in the North Eastern Province. The people of North Eastern Province particularly those living in Wajir District have been denied the right of the only river they have in the North Eastern Province. I remember some 15 years ago as a young man I used to swim in that river, our livestock used to drink water from that river and we used to do some small-scale irrigation farms along the course of that river, but that is no more, Mr. Deputy Speaker, Sir. The people living in Wajir District have been denied the use <sup>of the</sup> only river they have ever seen since the world began. This is because for the last 15 years, there has been excessive and uncontrolled irrigation in the upper course of this river. Even in international law, countries using the resources of a certain river have to use them in a manner that every other country continues to depend on that river. For example, River Nile passes through various countries in Eastern Africa - Uganda, Ethiopia, Sudan and Egypt. If Egypt was denied the use of that river because of some excessive use by these other countries, Egypt would have the right to go to war with those other countries because of being denied the use of that river. By the same token, people in the North Eastern Province and particularly Wajir District have been denied the water God has given them. They have for centuries and centuries used that river and because of this excessive irrigation which has been taking place for the last 15 years, the river has suddenly gone underground.

# We want the Government to use some money to re-open the course of this river. This is possible because investigations and studies have been done by experts show that that is possible, if this excessive irrigation will stop and if some money is used,

MR. KHALIF (Ctd.):

~~it is possible~~ to re-open the natural course of this river so that it flows naturally through Wajir District and those other districts.

As you know, Mr. Deputy Speaker, Sir, Wajir District totally depends on underground water. <sup>U</sup>We have no source of surface water - we have no lakes, no rivers or other sources of surface water. All we depend on is underground water and that underground water supply is becoming more scarce because of the growing population and the extensive use of bore holes. We are digging bore holes everywhere and as we continue to exploit the sources of underground water, the supply grows less and less. So, there is a possibility that this district will at one time experience a kind of very rapid desertification if we do not stop this type of desertification that is going on now. With no surface water and very limited amount of money, we use underground water and with the ~~grew~~ growing population of animals and human beings, the district is over-used by human beings and by animals. Vegetation is also <sup>dying out</sup> ~~disappearing~~, and there are all signs that this district is going to be clear of all this natural vegetation ~~:-~~ forests and <sup>shrubs</sup> ~~scrubs~~ there are.

So, water resource for us is extremely important as it is to all human beings and most important, for people who have no water resource at all. It is in this line that we would like to appeal to the Kenya Government to stop excessive irrigation projects in River Engare Uaso Nyiro and to do everything possible to re-open the natural course of the river. It is possible; studies have shown it, and <sup>experts</sup> ~~experts~~ have said so and the draft of the studies ~~:-~~ is available in the Ministry of

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MR. KHALIF (Ctd.):  
with

Agriculture & the Water Control Board and the Government should use money to re-open the course of this river so that also the people in Wajir District and other parts of North Eastern Province can have their undeniable right to use this river again.

With those few remarks, Mr. Deputy Speaker Sir,  
I beg to oppose the Motion.

END K.....

Kiema

MR. KILIKU: Thank you very much, Mr. Deputy Speaker, Sir. This is a very important Motion because this country has been experiencing famine all the time. I think the Government should have a national policy making it possible for all dry areas in the country to have irrigation. This country is blessed with rivers, lakes and mountains. We have water resources, and what we lack are committed people. People are not committed ~~well~~ enough. We have short-sighted officers who do not plan for irrigation in this country. It is very shameful, when we have such big rivers and lakes, to have famine all the time. Our people are short of food all the time. As we are now speaking here, the rains are just about to start falling. When it rains, you can get water everywhere in this country, but after a very short time you find every place dry because we do not plan to arrest that water. Most of the water in this country <sup>flows</sup> goes to the Indian Ocean because we do not have the people who can arrest that water. The most important thing to do is to arrest rain water, instead of leaving it to <sup>flow</sup> go to the Indian Ocean. However, money must be allocated for irrigation using such rivers as the Uaso Nyiro and others. The problem we have is that we are not now doing anything, nor making any plans. We only plan when we have drought, but when it rains and water is there we should do something about it. Why have we continued to have water problems over 24 years <sup>since attaining our</sup> of Independence? We have water, and the Ministry of Water Development has even promised that by the year 2000, everyone is going to have water. How serious the Ministry is in this promise, I do not know. It is now high time the Ministry of Water Development went round and did something. The Ministry of Energy and Regional Development, particularly, should not just wait for Members of Parliament to move Motions in this House and awaken them to the importance of national policies. It is very little money that <sup>is needed</sup> can be used to arrest this water and make use of it, instead of letting it go down to the Indian Ocean ~~and other oceans.~~

Mr. Deputy Speaker, Sir, I know that the Ministers for Water Development and Energy and Regional Development are not here now. The one problem we have is that when we are discussing very important Motions, like

MR. KILIKU (CTD.):

this one, the Ministers concerned are not in the House to listen to and take down the points raised by <sup>hon'</sup> Members of Parliament, <sup>in order to</sup> and know the problem that the people experience in rural areas, as well as in urban areas. I think irrigation is doing very well especially in Garissa. I have seen the irrigation which is now going on there. Garissa has been a very dry area, but if you go there now you will get every type of food, ~~these~~. Why can the same thing not be extended to other dry areas in the country and enable everybody to have sufficient food? When we do not have sufficient food for ourselves, we cannot convince our people that the Government is doing something for them because food is the most basic need of a human being. If we can built an oil pipeline for Shs.600 million from Mombasa to Nairobi, how is that we cannot have a water pipeline from Lake Victoria, and other lakes, to where the people are? This latter pipeline cannot cost Shs.600 million, as has been the case with the oil pipeline. Let us be ourselves and give our people water. Irrigation is our only ~~n~~ solution to the famine problem in this country. Water is the only solution towards having sufficient food in this country, and without water, although we can have other developments, we cannot achieve much. We should have enough water for drinking and irrigation. At the same time, we should teach our people to practise crop diversification. Some people do not know what crops they should plant in a specific place. It is for the Ministry to tell them the kind of crop they can grow in a given place, according to the climate of the place. I call upon Government officers to be more committed and have a national irrigation policy, not only for some areas, but for all areas of this country - especially the dry ~~i~~ areas where people suffer from water shortages.

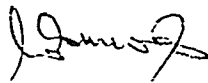
With those few points, Mr. Deputy Speaker, Sir, I beg to support.

THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa): Asante sana, Bw. Naibu Spika, kwa kunipa nafasi ili niyaseme machache juu ya Hoja hii. Minasinama kuipinga Hoja hii kabisa. Siyapingi maendeleo. Tunakubaliana sote kwamba maji ndiyo maisha. Bila maji, watu na wanyama hawawezi kuishi.

THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa)(Ctd.):

Ningependa kuwaeleza wale ambao hawaelewi kwamba Mto Uaso Nyiro unaendelea kufifia chini ya ardhi, na mambo hayako vile yalivyokuwa miaka 10 iliyopita. Maji ya mto huu yanaendelea kufifia chini. Utakumbuka kwamba mnamo mwaka wa 1984, maji ya mto huu yalikwisha kabisa na mto ukabaki changarawe tupu. Watu walilazimika kuchimba visima. Watu wa Wilaya za Samburu, Isiolo na <sup>Sehemu</sup>nyinginezo katika Mkoa wa Kaskazini-Mashariki walipata taabu kubwa wakati huo. Tumearifiwa kwamba wakulima wengine katika Wilaya za Laikipia na Nyandarua waliyatumia maji haya kwa wingi wakinyunyizia mimea maji. Hatuyapingi maendeleo, lakini pana haja gani ya kuyatumia maji yote kunyunyizia mimea yetu katika mahali fulani nchini na kuwanyima wananchi wanaoishi mahali pengine maji hayo? Wakati ule, mambo yalikuwa magumu sana, na wananchi wa sehemu zile nilizotaja walipoteza mifugo mingi. Wanyama wa po\_rini waliteseka sana, kama vile samaki walickuwa waliishi katika mto huo, mamba na ndovu. Wanyama hawa walikuwa wakifundikana pamoja na mifugo kutafuta maji kwa sababu Mto Uaso Nyiro ulikuwa umekauka kabisa kutokana na unyunyiziaji mimea maji kwa wingi. Wizara ya Ustawi wa Maji ikifanya uchunguzi kamili, itakuta kwamba labda kuna wakulima wengine ambao wanayatumia maji ya mto huu bila idhini.

END L



THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa) (ctd.):

Kwa hivyo, Bw. Naibu Spika, hakuna haja kuyanyunyizia mashamba maji ikiwa katika kufanya hivyo utawanyima watu wengine maji ya kunywa na vile vile ya kuiinyweshwa mifugo yao.

Bw. Naibu Spika, maji ni kitu ambacho tumepewa na Mungu, lakini ni juu ya binadamu kuhakikisha kwamba wameyatumia maji vizuri bila kuwanyima wengine.

Pia wakati umewadia kwa Wizara ya Maji kuwalazimisha wale wakulima wanaonyunyizia mashamba yao maji kinyume na sheria kukata leseni. Pia inafaa Wizara hii iwatumie maafisa ambao watachunguza na kuwajua wale watu ambao wanayatumia maji ya Mto Uaso Nyiro bila kuwa na kibali halisi walichopewa na Wizara hii. Hii ni <sup>kwa</sup> sababu jambo hili limewatesa sana wale wananchi wengine ambao wanayahitaji maji haya kule upande wa chini kama vile wale wa Samburu, Isiolo na sehemu nyingine za Mkoa wa Kaskasini-Mashariki na sehemu nyingine za Marsabit.

Tunakubali kuwa mashamba ni muhimu kuyanyunyizia maji, lakini vile vile ni vizuri kufikiria kwamba maji ya kunywa yanahitajiwa na binadamu na pia wanyama. Kwa mafano, ikiwa wewe ni mkulima na baada ya kulima unapata mazao ambayo baada ya kuyavuna unayauza yote, halafu unarudi tena kununua chakula; kuna faida gani kukiuzua chakula chako chote halafu uende tena kununua chakula? Jambo nzuri baada ya kuvuna chakula chako ni kuuza kidogo na kujibakishia kidogo kinachotosha kwa mahitaji yako na pia ya jamii yako.

Kwa hivyo, Bw. Naibu Spika, hiyo ndiyo sababu inayonifanya niipinge Hoja hii. Mimi siyapingi maendeleo kamwe. Sehemu nyingine za nchi hii ni lazima zinyunyiziwe maji ili kuweza kupata chakula cha kutosha, lakini hakuna haja ya kuyanyunyizia mashamba maji na kuwanyima watu wengine maji ya kunywa, kwani katika kufanya hivyo, hawa unawanyima kitu ambacho ni muhimu sana katika



THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa) (ctd.):

maisha yao. Bila maji hakuwezi kuwa na uhai.

Bw. Naibu Spika, wanyama wa porini wameteseka sana kwani wao si kama kw hawa wanyama wa kufugwa ambao wanaweza kusaidiwa na binadamu kwa kupatiwa maji kutoka visimani kunapokuwa kuna upungufu wa maji. Hii ni kwa sababu hakuna mtu ambaye anaweza kwenda kuwachimbia wanyama wa porini visima ili waweze kupata maji ya kunywa. Na katika kuwatesa hiyo, tutakuwa tunauharibu urithi wetu ambao umeiletea nchi pesa nyingi sana za kigeni ambazo hutokana na watalii wanaokuja humu ~~ny~~ nchini kuwatazama hawa wanyama wa porini. Ikiwa tutafanya hivyo kwa kuwanyima maji ambayo yametolewa na Mungu kama ~~h~~ vile inavyofanyika katika Mto wa Uso Nyiro, basi tutakuwa tuna-  
wako~~se~~ wale wanaoishi sehamu ya chini ya mto pamoja na hawa wanyama wa porini.

Kwa haya machache, ninaipinga Hoja hii.

MR. MUTISO: Thank you very much, Mr. Deputy Speaker, Sir, for allow~~ing~~ing me also to stand up and make a contribution to this very important Motion.

Without taking too much time of the the House, let me straight away begin by saying that I entirely agree with ~~h~~ what the last speaker said. It is important to consider our priorities for our livelihood; whether it is irrigation or ~~wh~~ water for human consumption.

When you~~g~~ look at areas like Nyeri~~---~~

END M.....

MR. MUTHURA: On a point of order, Mr. Deputy Speaker, Sir. I am wondering whether hon. Mutiso and hon. Lalampaa are opposing the Motion in its original form or in the amended form. The Motion was amended by the Minister and one of the conditions of amending it was that the hon. Members would accept it after it had been amended.

MR. DEPUTY SPEAKER: What is before the House now, and it is clear in the Order Paper, is the amended Motion, but that does not preclude any hon. Member from taking any stand.

MR. MUTISO: Thank you Mr. Deputy Speaker, Sir. I am not opposing the Motion. If the hon. Member would have been patient enough, he would have <sup>heard</sup> ~~seen~~ what I wanted to say. In fact, I only supported the idea advanced by the last speaker because, I think, it is also important to say that irrigation must be controlled. I am saying this because if you let water to be used anyhow --. Actually, water is our life and if there are some people downstream who require water from a river, but they cannot get it because it is being used excessively upstream, then we would be doing them a lot of disservice. This is why I was supporting the idea advanced by my friend, hon. Lalampaa, the Assistant Minister for Commerce.

Since the hon. Member comes from the area, he knows the state of the River Uaso Nyiro. I have never been there myself, so I do not know about it. But I am saddened by what he said that the river is drying. If the water level is going lower and lower because of excessive irrigation upstream, then that is why I ~~am~~ was saying that there must be control of that kind of irrigation so that the people downstream can continue to benefit and live by the grace of God, given by that water of the River Uaso Nyiro.

Further more, Mr. Deputy Speaker, Sir, let me say that it is also important <sup>for</sup> ~~that~~ the Minister who moved the amendment

MR. MUTISO (ctd.):

~~should~~<sup>to</sup> even have considered this point that if the River Engare Uaso Nyiro goes underground at a certain point, whereas we need that water, that must not be allowed to happen. We have ~~got~~ modern technology whereby we can arrest that water and ~~save~~ save it from going underground. We should not let that water get wasted by going underground and ending up <sup>flowing</sup> into the Indian Ocean. The people of the area, at which <sup>point</sup> the river goes underground, need that water very much. Therefore, the Minister should have considered the possibility of building a dam upstream before the point at which the river goes underground so that there can be a reservoir from which the people who do not get this water can be served, ~~with water~~. It would even have been better to create an artificial surface river to feed the people ~~who~~ who do not get ~~the~~ the water from this river, ~~with water~~. Letting this water go underground century after century means that we are not using our brains to the maximum.

So, I was suggesting that since wananchi, livestock and other creatures need this water, it should not be allowed to go underground. This is the question I was ~~putting~~ putting to the Minister so that he should see the possibility of saving this water from being wasted. When it goes underground, nobody is using it and yet there are people who badly need that water which is being wasted. So, while I support the Minister's wish of continuing to support the irrigation projects in the districts mentioned in the Motion, ~~he~~ <sup>he should also</sup> consider the possibility of making sure that he tames that water instead of letting it get wasted by going underground, even if it means looking ~~for~~ <sup>from somewhere</sup> for money ~~elsewhere~~. An artificial river could be made to cater for those people do not receive water from this river. This is happening elsewhere in the world whereby rivers have been diverted completely from their original courses for some other useful purposes. I am sure that this could also be done with the River Engare Uaso Nyiro. This is the point I

MR. MUTISO (ctd.):

wanted to advance and my hon. friend, hon. Muthura should not think that I am opposing the Motion for the mere reason that I said that irrigation should be controlled. This is important. Anything left without any consideration or proper arrangement can be misused. That is why I was saying that irrigation upstream should be controlled so that the people downstream are not punished by excessive irrigation in the districts from which the river originates. With these few remarks, I support the Motion.

MR. MICHOMA: Thank you, Mr. Deputy Speaker, Sir, for allowing me to contribute to this very important Motion. I have listened very carefully to my hon. colleague who contributed to this Motion ~~is~~ before me.

Mr. Deputy Speaker, Sir, first and foremost, I would like to thank the Mover of this Motion. We now have the District Focus for Rural Development Strategy but I would like to say that most of the officers in the Ministries have not been vigilante; they have not been serious about the development of this country. The idea behind having the District Focus for Rural Development Strategy was so that development could be spread to those areas which had been neglected by the colonialists.

I remember one time hon. Adichareh, who is seated in front of me, <sup>saying</sup> ~~said~~ that the Ministry of Energy and Regional Development should develop semi-arid areas so that all wananchi throughout Kenya can see that they are one people as per the Constitution of this country and <sup>so that</sup> ~~they can~~ <sup>could</sup> see that they are not discriminated against. I also take serious note of the sentiments expressed by hon. Khalif and hon. Lalampaa, the Assistant Minister for Commerce.

Mr. Deputy Speaker left the Chair

The Temporary Deputy Speaker (Mr. Mutiso) took the Chair

MR. MICHOMA (ctd):

Mr. Temporary Deputy Speaker, Sir, the Government should also ensure that that part of the country is ~~also~~ developed. I support the Motion as amended and I would like to suggest that money should be obtained from elsewhere to enable wananchi to get water for their domestic consumption and for use by their animals. This water should be used for irrigation in order to develop that area.

In view of the fact that this country should have enough food for home consumption and for export, I think we have not adhered to Sessional Paper No. 4 on food policy which was passed by this House. This also applies to Sessional Paper No. 1 of 1986 which says that we should treble food production by the year 2000. This has also not been taken seriously. I would like to suggest that the Ministry of Water Development, the Ministry of Energy and Regional Development and the Ministry of Agriculture should join hands to ensure that irrigation is spread throughout the country where it is needed. In this way, we will have more food for home consumption and for export.

The other point which I would like to raise is that we have been told time and again in this House that it is a policy of the Government that the Ministry of Water Development will provide piped water to every home by the year 2000. I do not think that this will work, Mr. Temporary Deputy Speaker, Sir. This is because water projects which have been given priority by the district development committees, are not implemented. It is the duty of all Ministers to ensure that all projects approved by the district development committees are implemented if funds are available.

The loans granted to this country from abroad should be used to accelerate development throughout the country and ~~especially~~ especially in the North Eastern Province and part of Eastern Province and such areas as Isiolo and Samburu in the Rift Valley Province and so on. This should also apply to parts of Nyanza Province.

I wholly support this Motion as it is. But, Mr. Temporary Deputy Speaker, Sir, ---

THE ASSISTANT MINISTER FOR COMMERCE (Mr. Lalampaa): On a point of information, Mr. Temporary Deputy Speaker, Sir. I thank the hon. Member for accepting my point of information. I would like to inform the hon. Member that that river passes through my constituency and I passed through there on my way to Nairobi on Monday. The water level of that river has gone down tremendously and it is not even more than 2 feet deep. Can you imagine that, Mr. Temporary Deputy Speaker, Sir? How can irrigation be undertaken by using <sup>a river with</sup> that kind of water level?

MR. MICHOMA: I thank the hon. Assistant Minister for that information, Mr. Temporary Deputy Speaker, Sir. I would like to support hon. Mutiso when he said earlier that engineers from the Ministry of Water Development should go to that area and find ways and means of getting that water to where the people live.

AN HON. MEMBER: The water is not there.

MR. MICHOMA: If the water is not there, Mr. Temporary Deputy Speaker, Sir, boreholes should be sunk in that area so that wananchi can also have water first for their home consumption. Water for home consumption should be given/priority instead of irrigation.

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

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala): Thank you, Mr. Temporary Deputy Speaker, Sir, for allowing me to say a few words about this Motion. This Motion, as it stands, is very important and it is within the policy of the African region where people want to have enough food to feed the nation.

It <sup>was</sup> only last week, during the Nairobi International Show, when the two Heads of State - from Zambia and Kenya - showed great concern about the drought in Africa which causes food shortage.

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

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala):

Do not cut me short before you know what I am talking about.

MR. GALGALLO: On a point of order, Mr. Temporary Deputy Speaker, Sir. Is the Assistant Minister in order to insinuate that food production refers only to crop production? This is because even livestock produce food and they depend on the water from this river to quench their thirst and also its water is used to irrigate grass. Is he in order to suggest that irrigation can only provide us with crop production?

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala): Mr. Temporary Deputy Speaker, Sir, the hon. Member jumped on his <sup>feet</sup> ~~feet~~ before he even understood what I was going to say. What I am saying that the principles of irrigation are within our planning in the whole of Africa. This is because we want to produce enough food to feed the nation. We cannot depend on rains which fall from time to time. I was referring to the statements which were issued by the two Heads of State last week during the Nairobi International Show. The two leaders were very much concerned about food shortage in Africa.

We can only combat the food shortage by undertaking irrigation. By saying this, I am not trying to say that the people in the lower part of Engare Uaso Nyiro should not get water. I have certain proposals which ~~proposals~~ I was going to make. These proposals are going to bring conflicts in this Motion. The first proposal is that as much as we would like to use the water from this river for irrigation, we must also consider people living in the lower area where water is a necessity. I was going to suggest that this Motion should be looked at broadly; it should not be looked at narrowly as we are doing at the moment. Many hon. Members are looking at irrigation by using the water from the source only without putting into consideration the technical knowledge of irrigation.

What is important in this Motion is for the Ministry of Water Development to be concerned with the source of the water so that it can increase the amount of water from the source by constructing a dam. We need storage at the source so that this water can be stored somewhere before it is let to flow downwards. We should also construct another dam

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala) Ctd:

at the lower level so that water does not disappear into the ground. The water should flow easily from the dam where the water is stored for irrigation and also from another dam which supplies water to the lower parts of the country where it flows. As hon. Members from that lower parts of the country have indicated that the river is now drying up, I would like to say that it is not only that river which is drying up. At present, water levels in most of our rivers have gone down because of the misuse of the river banks. We have allowed most of our river banks to be misused; people are farming very close to the rivers. That is why the water level in the Engare Uaso Nyiro River is going down. If we can restrict people from misusing the river banks, we shall have enough water from the source.

Right now, Sir, there are so many illegal irrigations being undertaken without guidelines. Someone just decides to divert water from a river to his shamba without consultation with the Ministry of Water Development.

END 0



THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhalu)(Ctd.):

We have a regulation in the Ministry of Agriculture and the Ministry of Water Development which restricts any person from interfering with water sources and river banks. Using irrigation illegally is prohibited, and we would call upon the Ministry of Water Development to see <sup>to it</sup> that this particular river is carefully studied and restricted so that its water is used by all. We do not want the people living on the lower parts of the river and their animals to suffer for lack of drinking and cooking water, due to illegal irrigation at the source of the river. There is illegal irrigation going on at the source of the river which is not done according to plan. This is what is causing the shortage of water down the river. If we, as a Government, go to the source of River Engare Uaso Nyiro and find out what exactly has stopped the river flowing, as it used to, we will be able to get enough rivers from the hills where this river originates. The river basin has not been interfered with, but the flow of water has. The basin of this river is right on the hills, and these hills are still intact as they have not been interfered with. However, after the water comes out of the river basin and starts flowing downwards, just before it disappears, I am afraid to say, ~~that~~ illegal irrigation has <sup>tampered</sup> with <sup>it</sup> the free flow of this water. Therefore, as has been proposed in this Motion, the Government should study carefully how this irrigation may not interfere with the free flow of this water. It should build dams so that people living in the lower parts of the river may get water. So, this Motion, as amended, is very clear. It states very clearly, "—in assisting in harnessing the water of the River Engare Uaso Nyiro for irrigation purposes" something should be done. So, the Government is looking into these problems as well. It knows that water disappears underground and that it is going to look into this possibility of assisting irrigation, both in the upper and the lower parts of the river so that no one suffers from the lack of water. So, <sup>hon.</sup> Members should not look at the Motion as though the Government wants to use all the water for irrigation in the upper parts. It will look into building dams both in the upper and the lower parts of the river so that all the people there do not suffer from the lack of water at all. It is easy for rivers

THE ASSISTANT MINISTER FOR INFORMATION AND BROADCASTING (Mr. Khasakhala)(Ctd.):  
to dry up. By the way we are allowing our river banks to be interfered with, and the way we are planting trees and farming very close to rivers, I am afraid we are going to interfere with most rivers in the country. In the long run, we might find that the country is becoming drier and drier. I think we should build dams and store more water there for irrigation and other major uses.

With these few remarks, Mr. Temporary Deputy Speaker, Sir, I beg to support the amendment.

DR. OMAMO: Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to contribute to the Motion. Having listened carefully to what my colleagues have said, I think it is fair to point out that this Motion draws our attention to two aspects about this river which should be carefully looked into. We should separate these two aspects. Firstly, there is the Engare Uaso Nyiro, as a river. How does it behave during different times of the year? Where does it start and where does it flow? How does it disappear? Why should Uaso Nyiro River disappear? What has happened? Has the flow of the river cracked? Why has the river disappeared? Where has it gone to?

AN HON. MEMBER: It has gone underground.

DR. OMAMO: If it has gone underground, can it not be followed? The relevant technology to do this is available. Can the river not be followed underground to find out where it is? How deep is it? Is it salty? If it is salty, how salty is it? That is one aspect which is important for the House to look into. The Government should take hold of Uaso Nyiro River as such and see how it behaves. I quite agree with the Assistant Minister, hon. Khasakhala, when he says that we should not forget what is happening up the river. Something may be happening up the river which is interfering with the river downstream. I myself believe that there is a need to improve the catchment area of Uaso Nyiro River in order to enable it to catch as much water as possible. We can do this by improving the river banks, river valleys and the forest edge, ~~to catch more water for the river.~~

The second aspect which I think is important here is the utilisation

DR. GIANO (CTD.):

of the water of Uaso Nyiro River. No one would like to see Uaso Nyiro River just like a picture without its being utilised. It is the utilisation of this water that should be rationalised. Surely, it would be very unfair for the water in this river to be overused upstream while people downstream starve. This is not allowed. The <sup>people</sup> ~~countries~~ downstream always complain if those upstream are utilising more of a certain river's water than they actually should. I would like to share the sentiments expressed in the Motion that there is a need to harness the water that is in Uaso Nyiro River for irrigation. Irrigation is only one use of water. We realise that, apart from irrigation, water should be used by human beings, livestock, grass and other living creatures. We do not only live with other human beings and livestock. There are other living things in the ecosystem which should not be disturbed, including wildlife. Even wildlife <sup>have</sup> ~~has~~ a right to live here in Kenya. They live on earth, and the earth is the only place with life as we know. Wildlife has a right to stay here and so have the spiders living along the river. The same applies to other insects and bacteria living along the river. Utilisation of this water is important.

It is true, as hon. Khasakhala mentioned, that irrigation for agricultural purposes is a must as we <sup>approach</sup> ~~face~~ the year 2000. In a country like Kenya and other countries that have agriculture as the backbone of the economy, it is known that rain-fed agriculture cannot do better than the rainfall itself.

END P

DR. OMAMO (Contd.):

How can rain-fed agriculture be better than the irrigated agriculture? I can see my good friend, the Assistant Minister for Agriculture, is looking at me and smiling. This is true. Rain-fed agriculture cannot do better than the irrigated agriculture because when the rainfall comes late, the rain-fed agriculture is late. To help production, irrigation must come in. So, utilisation of Engare Uaso Nyiro River, as a source of irrigation if there is enough water, is commendable.

I do share the feelings of my good friend, hon. Lalampaa, who points out that, as we are talking now, the level of the water in the Engare Uaso Nyiro River is very low. It is not the fault of the water in the river. No! The water in the Engare Uaso Nyiro River has to be helped to come up. But the idea of using river water for irrigation is an excellent idea, and it should be practised in our country. What applies to Engare Uaso Nyiro River would also apply to other rivers. I am sure my friend, and the House, would appreciate that utilising river water for irrigation is a lot more cheaper than waiting for this river to get into a lake like Victoria and then try to pump it out. It costs much more to pump the water from the river back. It is cheaper to harness it before it goes too low down. Harnessing the Engare Uaso Nyiro River, just like harnessing the Athi, or Tana River upstream, is a lot more cheaper than waiting for this river to go further down and then pump the water upcountry.

Sir, I would like to support this Motion very, very strongly, and use the occasion also to thank the Mover for bringing it up, and so helping us to focus on water from the rivers for irrigation and other agricultural uses here in the country.

Thank you, Sir.

THE TEMPORARY DEPUTY SPEAKER (Mr. Mutiso): There are only two minutes left before the Mover responds.

## THE ASSISTANT MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT

(Mr. Adichareh): Ahsante sana, Bw. Naibu Spika wa Muda. Nafikiri tukiangalia vile mto Engare Uaso Nyiro ulikuwako na vile <sup>uliko</sup> uko sasa, kuna tofauti kubwa sana.

Zamani za kale, mto Engare Uaso Nyiro ulikuwa unakwenda mpaka unafika kwenye Lorrian Swamp, pahali unaingia chini halafu unakwenda katika Ziwa la Bara Hindi, yaani Indian Ocean. Lakini sasa tukiangalia mto Engare Uaso Nyiro, kwa hakika, baada ya miaka mitano mingine, utakuwa umekauka kabisa. Hata utakuwa huwezi kufika Archers Post. Zamani mto huo ulikuwa unafika mawakilisho ya mhe. Mohamed Ogle, mahali panapoitwa <sup>Habasweini</sup> ~~Habasweini~~ Lakini ~~ku~~ sasa haufikia katika sehemu hizo. Unaishia mahali panapoitwa Merti na Sericho. Kwa hivyo, ikiwa itakubaliwa watu wa Nyeri, Nyandarua, Laikipia na kadhalika kunyunyizia mashamba yao maji kutoka mto Engare Uaso Nyiro, basi watu wa Samburu, Isiolo, Wajir na kadhalika hawatapata maji. Kwa hivyo, yafaa kuhakikishwe ya kuwa wale watu ambao wako katika sehemu kavu watapata maji kutoka mto Engare Uaso Nyiro.

Kwa hivyo, Bw. Naibu Spika wa Muda, tunakubaliana na sahihisho la Hoja, lakini mto Engare Uaso Nyiro usitumiwe kwa kunyunyizia mashamba maji na wale watu wa Nyeri, Nyandarua na Laikipia ambao wana maji ya kutosha. Kama watafanya hivyo, basi watu wa kule chini Isiolo, Samburu, Wajir, na kadhalika hawatapata maji kabisa. Wao ndio wana-zaidi hitaji maji <sup>zaidi</sup> kuliko watu wa Nyeri, Nyandarua na Laikipia.

Kwa hayo machache, Bw. Naibu Spika wa Muda, naunga mkono sahihisho la Hoja hii.

THE TEMPORARY DEPUTY SPEAKER (Mr. Mutiso): It is now time for the Mover to reply.

MR. MUTHURA: Mr. Temporary Deputy Speaker, Sir, before I reply, I would like to give five minutes to hon. Dr. Chibule.

DR. CHIBULE: Mr. Temporary Deputy Speaker, Sir, I thank the Mover for giving me five minutes to support the Motion.

DR. CHIBULE (Contd.):

Sir, a lot has been said about the Motion, but at one stage an attempt was made to try to misunderstand or misinterpret the intentions of the Mover and the intentions of the Motion. The intention of the Mover and the Motion was not to deny some herdsmen water for their livestock, or to deny wananchi water for use. The intention of the Motion is to harness the use of water.

According to the information I have - which is the current information now - Engare Uaso Nyiro River is a river that flows, and when it reaches at a certain stage, it disappears under the ground. Things might have changed now, as we are told. It has also been said that we shall investigate to know the current situation. But according to our information, there was some water of the Engare Uaso Nyiro that was disappearing under the ground. It is this water that was disappearing under the ground, according to the Mover of the Motion and I agree with him, that was going to waste. It is our duty to make use of that water. I think that point should be made clear.

Sir, the Motion has reminded us once again the importance of agriculture and also the importance of irrigation. I wish to tell this House that there has been a phenomenon called "The Green Revolution". This means that the countries that were not self-sufficient in food were able to produce so much food that they had to export. For instance, Mexico was one of them, and India was another one. In all instances of "The Green Revolution", there has always been irrigation, and without irrigation, Kenya cannot have "green revolution".

Sir, Kenya has made advances in development through the Harambee spirit. As a result of the Harambee spirit we have got many schools that we would not have had. We also have got a lot of health institutions that would not have been there. Irrigation is something that is going to kill two birds with one stone. It is going to provide food for the country, and it is also going to provide jobs for the wananchi. We have those two problems. We are not yet self-sufficient

DR. CHIBULE (Contd.):

in food, and we have also got high unemployment. I think a stage has reached when we should put the Harambee spirit into starting irrigation projects. When the water is flowing from the western escarpment to Lake Victoria, it floods the Nyando Plains. Through the Harambee spirit we can build dams to arrest the floods. Because a lot of water<sup>which we need</sup> is already in Lake Victoria, we can build that pipe of water, not of oil, from Lake Victoria to the western escarpment near Turkana where the land is vast and dry and do <sup>need</sup> irrigation.

Sir, with those few remarks, I hand over the ball to the Mover.

End Q. 4

MR. MUTHURA: Thank you very much, Mr. Temporary Deputy Speaker.

May I start by thanking all the hon. Members who have aired their views on this Motion and, <sup>all</sup> from what has been said here, we understand that there is need for irrigation. Let us for a moment forget about River Engare Uaso Nyiro, Tana River and all these other rivers. There is great need for irrigation by using every available water in the Republic. Mr. Deputy Speaker, Sir, let me thank the Minister for Energy and Regional Development for amending the Motion and accepting its concept. However, I would like to say one thing here, that the original idea of this Motion was not to deny the people of Samburu, Marsabit and others in the lower areas through which this river flows, the water from this river. Mr. Deputy Speaker, Sir, when the Minister ruled out the question of establishing an authority for that particular river, he pointed out that what was being requested in the Motion, would be done by the Tana and Athi Rivers Development Authorities.

Mr. Deputy Speaker, Sir, before water is put into <sup>use for</sup> irrigation, I believe experts from the Ministry of Water Development, will study the source and <sup>course</sup> of this river and they will tell us the reason why they think that this water is not enough before, they allow the irrigation scheme to start. I believe that the idea which was brought up by hon. Khasakhala of building a dam, so that we can collect as much water as possible, is one of ~~the ideas~~ that these experts would come up with. So, the idea is not <sup>to</sup> deny the people in the lower areas, through which this river flows, the water they need. Mr. Deputy Speaker, Sir, I would like to make a little correction here. The fact that this river originates from Nyandarua mountains does not mean that the river passes through Nyandarua District. Although the river originates from Nyandarua mountains, it flows towards the Nyeri side of the mountains and then flows through Nyeri District, Laikipia District, Samburu and so on. I understand the geography of that whole

N.P.



MR. MUTHURA (Ctd.):

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area and, as far as I know, there is only one person in my ~~KMS~~ constituency who uses the water from this river for irrigation and that is the person who owns Murera Farm. This person has irrigated less than 50 acres of land with the water from this river. So, I would like to appeal to the Minister for Water Development to look into the problems that would arise as a result of using the water from this river for irrigation, and get a solution to them, so that this water does not just go and get lost somewhere in the North-Eastern Province, as we have known<sup>it</sup> to be the case.

Mr. Deputy Speaker, Sir, the whole idea here is to start an irrigation scheme here. We have a lot of water in this country which <sup>flows</sup> goes into the Indian Ocean but with the experts in the Ministry of Agriculture, who have attained wide experience in technology from within the country and from overseas, I believe, we shall be able to get enough water for irrigation and, therefore, be self-sufficient in food production, both for home consumption and for export which will give us extra foreign exchange which we need so much.

With those few remarks, I beg to move.

(Question of the Motion as amended put and agreed to)

Resolved accordingly

THAT, considering the fact that River Engare Uaso Nyiro, which originates in Nyandarua mountains and flows through Nyeri, Laikipia, Samburu and Isiolo District before going underground somewhere in North Eastern Province, is not adequately put to use in the said Districts for irrigation; this House urges the Government to assist in harnessing the waters of River Engare Uaso Nyiro for irrigation purposes.

## MOTION

MR. KISUYA: Mr. Temporary Deputy Speaker, Sir, I beg to move the following Motion:-

THAT, considering the fact that it is our Government's declared policy to eliminate poverty amongst our people through increased agricultural production of cash and food crops; and noting that to succeed in this endeavour as much arable land as possible need to be put under proper cultivation; this House urges the Government to introduce plantation of tea and pyrethrum into all appropriate areas, particularly those which are 4500 feet above sea level on the slopes of Mt. Elgon in Bungoma District.

Mr. Temporary Deputy Speaker, Sir, I know it is the Government's policy, since the attainment of our independence, to fight against poverty, amongst our own people in this country. It is also the Government's policy to improve the social and economic standards of the people in this country. Mr. Temporary Deputy Speaker, Sir, we cannot do anything without the Government's support and we would like to call upon the Government to introduce the growing of such cash crops which can fetch more money to enable our own people to earn their own living.

Cash crops are very important indeed. They bring in a lot of money, not only to an individual, but also to the country. Poverty amongst our own people is a very bad thing indeed, and every person hates poverty. People steal because they do not have money; people steal because they do not have food to eat. Poor people cannot go overseas to enjoy themselves, neither go for holidays nor afford to buy proper clothings for themselves or even pay school fees for their children if they are poor. It is the responsibility of our Government to assist poor people. The poor people are working very hard and they have planted a lot of cash crops like coffee, tea pyrethrum, cotton and so on so as to improve their own living.

END R...

7.10.87.

JMK

MR. KISUYA (ctd.):

Mr. Temporary Deputy Speaker, Sir, I know very well that God has said that people must eat from their sweat. Bungoma people are amongst the very hard working people of Kenya. In fact, Bungoma District itself is a granary of Kenya although the Bungoma people had been forgotten by the colonial government. If the citizens of Bungoma live 4,500 feet above sea level and have very fertile volcanic soil suitable for growing tea and pyrethrum, why did the Europeans forget them? The climate of Bungoma is very good. If you know about Kericho, that area falls within the Lake Basin. Kakamega District, which is very suitable for growing tea also falls within the Lake Basin region. Kitale District, which ~~is~~ also grows a lot of tea, falls within the same region. Why were the people of Bungoma, who live in the slopes of the mountain, forgotten when the planting of these cash crops like tea and pyrethrum was introduced? I am asking the Government, and the Ministry of Agriculture in particular, to grant authority to those people who live in areas such as Togoren Division in the former White Highlands to plant cash crops such as tea and pyrethrum. The second lot which I am asking the Government to grant authority to plant these crops is that of the people living North of the road running from Kitale entering Bungoma through Kamukuywa, Kimilili, Chwele, Sirisia, Malakisi and Chepkube which lies down to the border of Kenya and Uganda. All these areas north of this road running ~~x~~ from Kitale to Bungoma are about 4,500 feet ~~xx~~ above sea level. I do not, therefore, see the reason why the people who live in those areas should not be allowed to plant these cash crops along with the crops they are already growing like tobacco and what-have-you. I would like to request the Government, through the Assistant Minister for Agriculture who is listening here, to automatically give permission to the Kenya Tea Development Authority to allow my people in Bungoma, and elsewhere in the Republic of Kenya, to plant tea and pyrethrum in those places where the exercise is suitable.

Mr. Temporary Deputy Speaker, Sir, before I go further, and with your permission, I would like to quote from the Bible what God has said to the people of this world. In the Book of Ecclesiastics, Chapter 5 verse 18, God says:-

S.2.

7.10.87.

MR. KISUYA (ctd.):

"Behold that which I have seen: it is good for one to eat, and to drink and to enjoy the good of all his labour that he taketh under the sun all the days of his life which God has given him: for it is his portion".

Sir, while my hon. friend here, hon. Lalampaa, lives, he needs to eat, to drink and to enjoy himself.

QUORUM

MR. ABUYA-ABUYA: On a point of order, Mr. Temporary Deputy Speaker, Sir. I just wanted to draw to the attention of the Chair that there is no Quorum. We are only 10 in the House.

THE TEMPORARY DEPUTY SPEAKER(Mr. Mutiso): Okay, ring the Division Bell.

(The Division Bell was rung)

END..... S.

THE TEMPORARY DEPUTY SPEAKER(Mr. Mutiso): Order, we have a Quorum now. You may continue, Mr. Kisuya.

MR. KISUYA: Mr. Temporary Deputy Speaker, Sir, there is a verse in the Bible which says that every person who is descended from Adam is entitled to eat, drink and sleep very well and enjoy life. All these areas on the slopes of Mount Elgon, where Nyayo Tea Zones have been established, are very good. I am happy to note that the Government has started to establish Nyayo ~~Tea~~ Tea Zones on the slopes of Mt. Elgon. If the Government accepts this Motion we will start planting tea and pyrethrum on the slopes of Mt. Elgon and this will boost the economy of this country.

Mr. Temporary Deputy Speaker, Sir, you will find that the tea industry is the second largest industry in this country, ~~hex~~ the largest being coffee industry. Tea is ~~the second~~ number two foreign exchange earner for this country. I would like to give some comparisons here. During the year 1924 the White Farmers in this country harvested about 480 kilogrammes of tea leaves. In 1963 those same White ~~Farmers~~ farmers produced 18 million kilogrammes of tea leaves. After Independence when Africans had been authorised to plant tea this country produced 56.5 million kilogrammes of tea leaves. In 1924 this country produced only 480 kilogrammes of tea leaves but you will find that by 1973 the country was able to produce 56.5 million kilogrammes of tea leaves. ~~At the last year~~ In 1986 alone this country produced more than 143 million kilogrammes of tea leaves. About 116 million kilogrammes of tea were exported to other countries. This earned this country KShs.3.5 billion. The balance of 17.7 million kilogrammes of tea was sold locally and farmers ~~here~~ here earned more than KShs.266 million. You can see that the Government earns a lot of

money from tea. You will find that KShs.3.5 billion is a lot of money. The farmers themselves earned KShs.266 million and this went into their pockets. Therefore, I feel that the tea industry is very important and the people of Bungoma are demanding their right to start planting tea and pyre~~thrum~~thrum. This is because they have very good soil. Why can they not be allowed to ~~grow~~ grow this cash crop so that they can enjoy its benefits like the people in Nandi and Kericho districts and other parts of the country? So, all the people living in appropriate areas in Bungoma and ~~Kitala~~ Kitale should be allowed to plant tea and pyrethrum. If we plant more tea we will build more industries. Also by building more industries we will employ more people. All those university ~~graduates~~ graduates, Form IV and Form VI leavers who are looking for employment will get jobs in this industry. There is no doubt that if we are allowed to grow tea and pyrethrum in all those ~~appropriate~~ appropriate areas in Bungoma, on the slopes of Mt. Elgon, we will employ casual workers. They will be working in the farms and they will be able to earn a living. We will also have permanent ~~employ~~ employees. They will also be earning a living. So, these people will be able to pay school fees for their own children.

Mr. Temporary Deputy Speaker, Sir, with the introduction of the District Focus for Rural Development Strategy every project has to be approved by the district development committee. I believe that Harambee contributions are playing a major role in the development of this country. No district can start an health centre ~~or~~ or a clinic unless the people there are able ~~to~~ contribute money towards the implementation of such projects. They cannot even build social halls where they can go and entertain themselves. With the introduction of the new 8-4-4 system of education in this country we are required to build workshops. I believe that if factories are started in Bungoma, the people of Bungoma will find it very easy to put up some ~~workshp~~ ~~workshp~~ workshops in primary

schools and secondary schools so that at least our own young men and women can learn some trades. Those who cannot continue with their education can use what they have learnt in primary or secondary schools to be self-employed.

Mr. Temporary Deputy Speaker, Sir, we have several Ha~~u~~rambee projects in Bungoma District at the moment. Without ~~me~~ money no country can develop. At the moment the Government ~~taking~~ taking electricity to Bungoma. The Kimilili area has electricity and the electricity supply will be extended to Chwele, Ruhaha and ~~Malakisisi~~ Malakisi. However you will find that ~~individuals~~ individuals cannot use this electricity unless they have got money. People would like to have their homes supplied with electricity from the main line so that they can use it for cooking and so on. This can only happen if these people have a way of earning some money. They can earn money from the sale of tea and pyrethrum.

END.T... *WA*

MR. KISUYA (ctd.):

Our people need to enjoy life and eat ~~very~~ well. You cannot eat ~~very~~ well and enjoy life when you are poor. You need to have something to eat and something to put into the pocket.

Mr. Temporary Deputy Speaker, Sir, ~~while~~ I appreciate the efforts of the foreign companies which ~~x~~ are engaged in ~~p~~ tea growing in this country, <sup>and</sup> I am pleased to say that they have done enough. When you look at ---

THE TEMPORARY DEPUTY SPEAKER (Mr. Mutiso): Mr. Kisuya your time is up.

MR. KISUYA: Mr. Temporary Deputy Speaker, Sir, I would like hon. Koske to second this Motion.

MR. KOSKE: Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to make a contribution on this Motion. First of all I would like to <sup>thank</sup> ~~than~~ the Mover ~~is~~ of this Motion for having prepared this very important Motion. I would also like to <sup>and congratulate</sup> thank/His Excellency the President, Daniel arap Moi for initiating the Nyayo Tea Zone Development Authority in the country. This Authority has enabled the country to harvest more tea than before. It has also enabled us to have more job opportunities than <sup>have</sup> ~~we~~ had before. At the same time, it has also enabled the country to earn more foreign exchange and also save our forests, together with taking care of water catchment areas, which were previously being interfered with by the wananchi.

This Motion has ~~got~~, to a certain extent, similar sentiments, and that is why I ~~ex~~ stand to support it. As time goes, several ~~ex~~ changes, some of which are against our wishes, take place. For example, the population is always going up, and we do not expect it to go down in the near future, but instead, it will continue to go up. As a result of this, the land will also continue to be scarce. A high rate of ~~ex~~ population growth



MR. KOSKE (ctd.):

also affects the economy of the <sup>land</sup> ~~area~~ adversely, resulting in its deterioration. As we go ahead, we realize the increasing poverty affecting many wananchi. This is proved by the fact that these days, we are forced by ~~the~~ conditions to organize many fund-raising meetings to enable various students to continue with their education, because their parents are unable to pay their fees or even doctors' fees, in the case of patients. This does not only affect the landless, but it also affects those with land. I would, therefore, like to urge the Ministry of Agriculture to come up and assist the farmers regularly so that ~~the farmers~~ <sup>they</sup> may learn better methods of farming. The methods we were using a number of years ago cannot help us now, and the ~~methods~~ <sup>ones</sup> we are using right now will not be applicable in the next 50 or 100 years. This means that the Ministry of Agriculture should intensify research for the improved methods of farming; otherwise, in the very near future, our land will not be able to support the population, which is alarmingly going up.

This calls for the extensive and intensive use of land. Our people, particularly in the area I come from, tend to depend on one crop for food - that is maize. In other parts of the country, people tend to use certain kinds of food only. I think it is also the task of the Ministry of Agriculture to educate people to change their eating habits so that they ~~k~~ can eat various types of food and to plant various types of crops instead of depending on only one type of crop which is solely dependent on a favourable climate. The people ~~we~~ should, therefore, be taught on the various types of crops which can do well in their different areas so that they may plant different kinds of crops in order that if one crop fails, they could depend on another one for their livelihood. In some areas, people are solely dependent on milk, and so during droughts, when there is little or no production of milk, many people die.

MR. KOSKE (ctd.):

Therefore, the Ministry of Agriculture should ensure that our land is used for the growing of various kinds of crops which will do well on them. Where there are many crops which can be grown, wananchi should be advised on the crops which would fetch more money than the others. For example, tea and pyrethrum earn more money than maize and potatoes, and there is every reason to encourage wananchi in the areas where these crops grow to deal with the ones which will earn them more money.

In supporting this Motion, I would like to say that in Bungoma area, where conditions allow the growing of both tea and pyrethrum, wananchi should be encouraged to grow these crops. This does not only apply to Bungoma only, it also applies to all the other areas of the country where tea and pyrethrum can be grown. These two crops should be grown extensively so that wananchi may not only get food for their families but also ~~xx~~ money.

Sometimes Mr. Temporary Deputy Speaker, Sir, I am ashamed to see a farmer with 20 acres of land clothing himself in a blanket and using only one blanket as his bedding and yet he has land. This means that some of our farmers today are not using good farming methods which would enable them to plan what they get ~~x~~ from their land. Therefore, the Ministry of Agriculture should come out and see to it that these mistakes are corrected.

I do not see why field officers of the Ministry of Agriculture should go to their offices. They should make the farms their offices where they should go every morning, see the farmers, ~~x~~ make the necessary corrections, help them get ~~xx~~ the crops they require from the sources and so on. A lot of mistakes are taking place because the field officers ~~f~~ do not meet the farmers often enough.

END U.

*J. Sambo*

MR. KOSKE (ctd):

Mr. Temporary Deputy Speaker, Sir, a Motion was brought here where an hon. Member was complaining of farmers/<sup>cultivating</sup> right to the river banks. If the field officers visit the farmers frequently, they should be able to stop them from farming right to the river banks and thus drying up our rivers. So, these field officers should visit farmers daily. I would like to suggest that we should have qualified personnel to<sup>do</sup> this work. Where we do not have qualified field officers, we should organise in-service courses for them. This is because I have noted that some of them are unable to advise farmers ably.

With these few remarks, I beg to second the Motion.

(Question proposed)

MR. MBORI: Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to contribute to this important Motion. I would like to thank the Mover of the Motion, hon. Kisuya who is the Member of Parliament for Bungoma Central, for having brought this important Motion to be deliberated upon by the House. This Motion touches on important crops and important matters relating to agriculture. It is a well known fact that agriculture is the mainstay of this country and that we need to emphasize the cultivation of certain cash and food crops. The Mover of the Motion has touched on one of these crops.

The areas where ecological, climatic, soil and labour conditions warrant the growth of such crops, Sir, I think it is only fair and reasonable that the Ministry, and the Government as a whole, to allow the cultivation of such crops as soon as possible. We should not act like the colonial government which used to discriminate against one area from another and one tribe from the other thereby concluding what was their divide-and-rule system.

In areas where the altitude allows the growth of such crops, it would be reasonable that consideration be given in this respect. Feasibility studies and so on should be carried out to allow the introduction of such crops,

Mr. Temporary Deputy Speaker, Sir, this should be started as soon as possible.

The Mover of the Motion realises that today, Kenya is nearly becoming self-sufficiency in food production. We are not nearer enough to this goal because it does not match with our population growth. The Mover is asking the House to allow, especially in Bungoma District, the cultivation of cash crops, such as, tea and pyrethrum. In this way, poverty would be reduced and this would also add to the sufficiency of food production in this area. I wish the Mover could elongate on this one a little more so that this request could be extended ~~outside~~ outside Bungoma District to areas where such factors as altitude, ecology, climate and so on permit the cultivation of these crops. It is a well known fact that tea is one cash crops which is a very important foreign exchange earner in this country. If its cultivation is limited to certain areas alone, then we are ~~limiting~~ limiting wealth to particular areas. The sooner it can be extended beyond areas which cultivate the crop today, the better it would be for all the people throughout Kenya generally.

This country has trained a number of technical officers; we have a number of graduates in agriculture from the University of Nairobi and diploma holders from the Egerton University College and from other agricultural institutes, such as, Embu Institute of Agriculture, Bukura Institute of Agriculture and so on. These people have very high skills and at the lower level, they are employed as extension officers. They do a useful piece of work in advising the local farmers back home to make use of what is available skillfully. The deployment of these officers who have qualified from the university and from diploma colleges, is not encouraging. They are not given enough fields to cover.

If such <sup>an</sup> area, as my colleague is requesting, were allowed to grow tea and pyrethrum purely on grounds of having achieved the required altitude, labour and other factors which contribute to the successful growth of these crops, then graduates from the Egerton University College and from other institutions, would be fully employed. I am sure that the agricultural skill on these crops would be extended further so that what we are requesting for, that is, making wananchi ~~better~~ able to meet their day to day demands, would be

achieved. In this way, the wananchi would be able to buy themselves clothes, raise their standard of living, pay school fees for their children and so on. At least, these people would be able to lead a better life and have good food to eat. Mr. Temporary Deputy Speaker, Sir, I think this would be a target in the right direction.

I hope that the Ministry will see the sense in this Motion, ~~and~~ give it due consideration and stop ~~limiting~~ it to Bungoma District alone. It should consider other parts of Kenya which have not yet been given the opportunity to grow tea and pythrum as cash crops. These services should be extended to other areas so that we give full employment to the officers who have been trained and those who will be trained in this respect. This is because the country is continuing to train these officers up to the university level and they come out with Bachelor of Science in Agriculture and Diplomas in Agriculture from other institutions. These people should be fully employed in various parts of this country and thus, the cultivation of these crops should be expanded to other areas.

According to our 8-4-4 syllabus, agriculture has been given due emphasis both at primary and secondary <sup>schools</sup> levels. In this respect, it will benefit us very much to train young persons from primary, secondary and then to university level. In this way, they would be better technicians, agricultural technocrats and people who can help the ordinary farmers ~~at home~~ in the rural areas where factors such as, altitude, labour, soil and ecology do allow the cultivation of such crops as requested by my colleague from Bungoma Central. If this is done, I am sure we shall not only be multiplying wealth for the whole country, but we shall be offering employment opportunities to those graduates from diploma colleges and from the University of Nairobi.

END V

MR. MBORI (contd.):

Now, that this is being practiced quite widely at Kabete. I believe that we shall be able to train others in overseas colleges who will be fully qualified and capable of extending their skills to others so that we can grow more and more of these crops in order that the country can prosper. It is not/tea and <sup>only</sup> phyrethrum which could be tested and grown in other areas where they have not yet been introduced. Other parts of the country require other crops as well like different species of nuts; groundnuts, peanuts, just to mention a few. Others like cotton could be grown even in the highlands provided proper research has been carried out in various parts of the country where such crops have not yet been introduced. However, wananchi have been denied that opportunity for one reason or the other. I think it goes without saying that tea is most of the time grown along side with coffee. In Kasipul/Kabondo, the area I represent, I do remember that it is just last year and the year before that we were allowed to grow tea at a certain altitude. The area covers 1,000 metres. That is the equivalent to the area my colleague is talking about. I believe that this should be the case everywhere. Where altitude and other factors favour the introduction of such crops as tea and ~~phy~~ pyrethrum we should plant more crops so that the rest of Kenyans can also become richer and occupied as the other Kenyans in ~~other~~ areas where these crops have been introduced.

With these few remarks, Mr. Temporary Deputy Speaker, Sir, I beg to support the Motion.

W.3.....7.10.87

THE MINISTER FOR INDUSTRY (contd.:

us to utilise our own raw materials in processing and  
manufacturing goods for use in Kenya and for export abroad.

End W

*Dus*

## THE MINISTER FOR INDUSTRY (Contd.):

The third role of agriculture is to provide jobs for Kenyans, and the fourth role of agriculture is to earn foreign exchange from the exports of crops that we grow, which include what are mentioned here, tea and pyrethrum. As you know, Sir, Kenya is a leading exporter of tea and pyrethrum. I want to pay tribute to the Kenyan farmers for having heeded President Moi's advice to intensify their cultivation of these and other crops.

It is for this reason, <sup>there is</sup> ~~the~~ need to intensify agriculture and the need to promote the development of cash crops as well as food crops. ~~that~~ The Government, in its own planning, in the Development Plan of 1979/83, which I had the privilege to preside over, ~~it is~~ <sup>has</sup> stipulated clearly that Kenya's land has been divided into five zones. The first zone is the rich arable land which constitute about 23 per cent of the land. It is actually 18 per cent of Kenya's surface land which is top grade arable soil. But in the classification of arable land, 23 per cent has been taken as a measure.

Zone two consists of land which is not as fertile as the first 23 per cent of the land, but not arid. The third zone of land as classified in Kenya consists of semi-arid land. The fourth category consists of arid land, and the fifth and the last category is virtual desert.

Now, the Government went into this great length so that Kenyans seeking information about the land surface of Kenya and possibilities for agricultural production can be given this information in its totality so as to enable them to decide where to carry on their activities. Given the democratic nature of the Kenyan society, farmers have the liberty to go and do farming in any part of the country where they choose to do it; either on their own piece of land, or on land which they buy, or on land which they lease, or on land <sup>on</sup> which they are temporarily residents. But that freedom of activity in our economic



THE MINISTER FOR INDUSTRY (Contd.):

sphere is guaranteed by the Government.

Now, coming back to the crux of the Motion which is that the Government should introduce plantation of tea and pyrethrum in all appropriate areas, in an appendix to the Sessional Paper No. 1, I cannot remember the exact page, but in that appendix, the Government has shown how much land in Kenya is devoted to the production of tea, coffee, milk or dairy farming, and how much land is taken by all the activities that we undertake here. Now, if you look under that table you will find that the only option left for Kenyans is to move into arid and semi-arid areas in order to intensify agriculture there.

There are three reasons why the Government is urging the wananchi to move into those areas for greater production. The first reason is that 20 per cent of the population of Kenya live in the two-thirds of the <sup>land</sup> surface which is not fertile. Now, this 20 per cent of Kenyans who live in the arid and semi-arid areas must be helped to utilise that land on which they live for the production of commodities which can best be grown there.

End X.

## THE MINISTER FOR INDUSTRY (Ctd.):

Government is assisting in livestock production so that the people who live on land which is suitable for livestock production are encouraged by being given access to credit and by being given advice by extension workers to intensify the production of livestock. Secondly, Government is introducing irrigation <sup>schemes</sup> in these areas by using rivers or wells so as to make the land which is otherwise only marginal, to be actually productive. Thirdly, Government is intensifying research into seeds which will resist drought; seeds which will mature early; seeds which will give a bigger yield per unit of land. Now, this research has been very successful in Kenya and the Government is pouring in <sup>more</sup> money into research of this kind in order to make the non-arable land, arable for increased production of cotton, pyrethrum and, in areas of higher altitudes, we have increased tea production.

Mr. Temporary Deputy Speaker, Sir, the third reason why Government is paying attention to these areas <sup>is since</sup> that the population of Kenya which now stands nearly at 22 million people, and <sup>is</sup> still growing at 3.8 per cent <sup>per annum</sup> and is now coming down to 3.7 per cent, <sup>They must</sup> ~~will have to~~ have room in which to live. Areas such as Kisumu Rural, Emuhaya, Vihiga, and so on, are over-crowded already. So, the only <sup>avenue</sup> ~~avenue~~ left for more people to live <sup>are</sup> in these areas which are now sparsely populated, not because of anything else, but because of shortage of water. This is why our beloved President, His Excellency, Daniel Arap Moi, has placed so much emphasis on water development for the whole country. This is because water is the beginning of food. You can last a few days without food, but you cannot last for those few days without water. The Government <sup>is</sup> emphasis on water is to help these areas which do not have enough rainfall and which, therefore, do not produce cash crops of this kind.

In conclusion, Mr. Temporary Deputy Speaker, Sir, I would like to say that God was very kind to <sup>us in</sup> this country. God gave us a wonderful country, a country that sits astride the equator; a country with valleys and hills and plains; a country with lakes and rivers and above all, a country with people who are industrious; people who are forward looking <sup>and</sup> people who are eager to improve on their standard of living. However, these people would not have been able to move the way they have now moved, if there was no sound political leadership. So, we cannot thank President Daniel arap Moi enough for his wisdom and foresight with which he has led Kenya. We cannot thank him enough for the wise policies that Kenya has adopted which has made it possible for Kenya to make spectacular advances in all areas of our economic endeavour.

In short, Sir, I have not quarrel with this Motion because it is in line with Government policy. So, with those few remarks, I beg to support.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai): Thank you, Mr.

← Temporary Deputy Speaker. I rise to support the Motion from my Ministry's point of view. As several hon. Members have said, including the Minister for Industry, Dr. Ouko, this Motion is in line with Government policy. I would like to make a few remarks regarding both tea and pyrethrum, with particular emphasis on Mt. Elgon area, in Bungoma District. As far as tea is concerned, in order to determine the suitability of tea-growing in Mt. Elgon area <sup>of</sup> Bungoma District, a detailed survey has to be done by the Ministry of Agriculture, in conjunction with the Tea Board of Kenya, or the Tea Research Foundation. Some initial research has been done which indicates that there are some areas in Mt. Elgon where the soil is obviously unsuitable for tea growing.

END Y

*J. Muigai*

7.10.87.

JMK

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai)(ctd.):

The other areas have very shallow soils or murram rocks which are unsuitable for tea growing as a commercial crop. In addition, although the annual total rainfall received in Mt. Elgon region of Bungoma District meets the minimum rainfall requirement for tea growing, it is observed that the period between November and March has very poor rainfall, which is below the minimum monthly rainfall requirement for successful tea growing. Based on the information available, tea grown in the Mt. Elgon area in Bungoma District could be prone to severe drought effects between November and March. There will be hardly any tea ~~harvest~~ plucking for at least five months in a year. This situation raises a major question as to whether tea growing in Bungoma District would be expected to yield satisfactory economic returns to the growers, with an assumption that the tea would only be plucked for about seven to eight months for the rest of the year, while during the rest of the year, the tea would be dormant due to influence of drought in the tea bushes.

Mr. Temporary Deputy Speaker, Sir, it is well known that the area proposed for the growing of tea is the ~~same~~ same area where maize is ~~g~~ grown as a cash crop and where farmers are currently making satisfactory returns from the maize cultivation. It is our experience that where maize is being grown on commercial basis, ~~x~~ together with tea, farmers normally attend to maize as a priority crop. In view of the incomplete investigations and lack of adequate information to evaluate tea growing as an economically viable project in Mt. Elgon area of Bungoma District, approval of tea ~~g~~ growing should await ~~x~~ until such time that the Ministry does a proper survey in the area. Tea growing is being expanded in the whole country through the Nyayo Tea Zones and Bungoma District is well covered. Already, 6.5 acres have been planted with tea on the Western side of the Forest Station. The district has a potential of 650 hectares for tea growing under this scheme. Other areas include districts such as Meru, Kericho, Nandi, Kiambu, Nyeri, Kirinyaga and Kakamega. The major constraints hampering the expansion of ~~x~~ tea growing is mainly shallow soil ~~g~~ Ph, weather and competition with other ~~agricultural~~ agricultural enterprises

7.10.87.

THE ASSISTANT MINISTER FOR AGRICULTURE (Mr. Muigai)(ctd.):

such as maize and horticultural crops.

Mr. Temporary Deputy Speaker, Sir, allow me now to turn my attention to pyrethrum. Pyrethrum is grown in high altitude areas over 2,000 metres above sea level with well drained fertile soil and adequate rainfall, that is, an average of 1,000 millimetres per annum of evenly distributed rainfall. These conditions are present in most areas of Mt. Elgon Division of Bungoma District. In 1970, the Government was considering plans for diversification of pyrethrum cultivation in Timiyu areas and Mt. Elgon Division was included in the programme. Under that scheme, farmers in the area were issued planting material in 1971, following which the division was able to ~~produce~~ produce a marked three metric tons of pyrethrum flowers in the 1971/72 season. The output continued to expand in the subsequent years as additional planting material were ~~xxx~~ channelled to the areas. By 1975/76, the output had risen to over 21 metric tons of pyrethrum flowers. Subsequently, however, the crop took a downward trend and currently stands just over one metric ton per season.

Mr. Temporary Deputy Speaker, Sir, the reasons for this drop in production of pyrethrum flowers include, one, the high coffee prices prevailing in 1976 and 1978 which ~~xxxx~~ encouraged farmers to pay more attention to coffee at the expense of other agricultural enterprises ~~xxx~~ including pyrethrum. Two, there arose delayed payments at the society level. At the initial stages of the development, pyrethrum in Mt. Elgon region received crop payment through the District Agricultural Officer, Bungoma. Later, ~~on~~ when these services were handed over to the marketing societies in the area, Kapsekisio and Kaptama, the payment ~~by~~ <sup>system</sup> deteriorated and, subsequently, ~~xxx~~ broke down.

END..... Z.

THE ASSISTANT MINISTER FOR AGRICULTURE(Mr. Muigai)(ctd);

Mr. Temporary Deputy Speaker, Sir, the third point is that delayed payments were further aggravated by the problem of over-supply of pyrethrum products in the world that beset the industry during the ~~prop~~ period ~~of 1982 and~~ between 1982 and 1984. Except for the problem of local marketing at the society level, which is still a major constraint to pyrethrum expansion in the ~~area~~ area, there is still ~~great~~ potential for intensified pyrethrum cultivation in this Division.

Consequently, Mr. Temporary Deputy Speaker, Sir, the ~~pyrethrum~~ Pyrethrum Board of Kenya has every intention to continue to ~~expand~~ encourage expansion of pyrethrum cultivation in the area. Specifically, the Board has recently deployed a field officer to the area. Additionally, there are plans to establish a pyrethrum propagating nursery in the area to cater for the local needs like planting materials, if a suitable site of about 10 to 20 hectares can be located there. These plans should facilitate gradual resumption of commercial cultivation of pyrethrum on a viable scale in Bungoma District.

Mr. Temporary Deputy Speaker, Sir, my Ministry does support the sentiments expressed in this Motion. I am happy to have heard several Members recognise the need for detailed studies and surveys to determine exactly how we should go about ~~the~~ growing tea especially in Bungoma District and particularly in Mount Elgon area.

Thank you, Mr. Temporary Deputy Speaker, Sir.

THE TEMPORARY DEPUTY SPEAKER(Mr. Mutiso): Is there any other hon. Member wishing to speak?

MR. SHIKUKU: Yes, Sir.

THE TEMPORARY DEPUTY SPEAKER(Mr. Mutiso): Okay. Go on.

MR. SHIKUKU: Ew. Naibu Spika wa Muda, Hoja hii si mbaya.

Hii ni Hoja ambayo inataka tuongeze ukuzaji wa zao la chai ambalo ~~kinakua~~ linatuletea pesa nyingi za kigeni. ~~Ijapokuwa~~ Lakini utaona kwamba ijapokuwa pesa hizo zinakuja hapa kuna walaghai wachache katika nchi hii ambao wanazizoa pesa hizo na ~~kup~~ kuzirudisha kule ng'ambo na hali sisi hapa tunazidi kuuliza Maswali mengi kuhusu barabara na mambo mengine na kila wakati tunaambiwa kwamba pesa hazipatikani. Hata hivyo ukweli ni kwamba pesa hizo zinazidi kupelekwa nje ya nchi hii.

Nashukuru kwa sababu Mungu si "Abdallah". Hii ni kwa sababu nilipokuwa nikisema kwamba pesa za nchi hii zinapelekwa nje watu wengine walifikiri kwamba mimi ni mwehu na kwamba akili yangu haikuwa timamu. Lakini kwa ~~uwazi~~ ukweli ni Mungu na Mungu ni Kweli, juzi tuliambiwa kwamba kiasi cha ~~600 million~~ <sup>shilingi</sup> 600 milioni, pesa za kigeni zimetolewa katika nchi hii na kupelekwa ng'ambo. Ukizipeleka pesa hizo huko Kakamega au Mombasa--- Waziri wa Planning and National ~~Development~~ Development yuko hapa na ~~anajua~~ anajua kwamba pesa hizo zikipelekwa kule Kisumu, uso wa wilaya ya Kisumu utabadilika. Lakini pesa hizo zote ziko ng'ambo. Hiyo ni tip of the iceberg; sehemu kubwa iko ndani ya bahari. Kwani tulianza kuuza bidhaa za matunda na mboga hivi majuzi? Utaona kwamba baada ya miaka hii yote ~~tumegundua tumegundua~~ tumegundua kwamba kiasi cha ~~600 million~~ <sup>shilingi</sup> ~~600 million~~ ni / 600 milioni, pesa za kigeni zimepelekwa nje. Je, ni kiasi hiki tu ama kuna nyingine? Bila shaka ukweli ~~utatok~~ utatoka. Hili zao la kahawa---

## ADJOURNMENT

THE TEMPORARY DEPUTY SPEAKER(Mr. Mutiso): Order! You will continue next time, Mr. Shikuku. Hon. Members, it is now time for interruption of Business. Therefore the House is adjourned until this afternoon at 2.30 p.m.

The House rose at thirty minutes past Noon.

END.AA..



R E P U B L I C O F K E N Y A

T H E N A T I O N A L

A S S E M B L Y

O F F I C I A L R E P O R T

Thursday, 8th October, 1987.

ORAL ANSWERS TO QUESTIONS

Questions Nos. 117, 543, 557, 556, 434, 555 and 546.

Questions Nos. 554, 492 and 562 - Deferred

Question No. 560 - Dropped

QUESTIONS BY PRIVATE NOTICE

Unilateral Spending of Harambee Funds for Oyugis Health  
Centre by the District Officer (Mr. Mbori)

Removal of Herald Publishing Press from Kendu Bay by  
the Seventh Day Adventist Church (Mrs. Asiyo) - Deferred.

COMMITTEE OF SUPPLY

Motion: That Mr. Speaker do now Leave the Chair -  
The Minister for Transport and Communications  
on 6-10-87 - Resumption of Debate interrupted  
on 7-10-87 - Agreed to.

MOTION

Refusal to Give Government Guarantee of a Loan to the  
Kenya Ports Authority - Mr. Shikuku on 29-7-87 -  
Resumption of Debate interrupted on 29-7-87 -  
Debate Again interrupted without Question proposed.

H A N S A R D

Thursday, 8th October, 1987

The House met at thirty minutes past Two o'clock.The Temporary Deputy Speaker (Mr. Karauri) in the Chair

## PRAYERS

## ORAL ANSWERS TO QUESTIONS

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, before I ask my Question, <sup>wish to</sup> may I inform you that I did not get a written reply for this Question from the Minister.

Question No.117

MR. SHIKUKU asked the Minister for Local Government:-

- (a) whether he is aware that there are very few public parks in the City of Nairobi, particularly in Eastlands; and
- (b) if so, what plans he has to provide more parks in the City.

THE ASSISTANT MINISTER FOR LOCAL GOVERNMENT (Mr. Ogle): Mr. Temporary Deputy Speaker, Sir, I am sorry if the hon. Member did not receive the written reply; it should have been received by now.

I now beg to reply.

- (a) Yes, I am aware.
- (b) Attention has been drawn to the Department of Planning in the City Commission to embark on the planned development of the following recreation parks:-

Jomo Kenyatta International Airport;

Buru Buru Housing Development;

Kayole Site and Services Scheme; and

Umoja Housing Development.

A.2....8.10.78

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, arising from that encouraging reply that he is aware, and whatever plans he has referred to are the new estates that are coming up and where he is going to include the planning for parks like those - what other plans <sup>does</sup> ~~has~~ <sup>have</sup> he ~~get~~ for the time being to improve on ~~the~~ ~~on~~ the present situation in Eastlands where children have nowhere to play and everyone else has nowhere to sit and rest? Every place is occupied. Can he try and do something about it?

MR. OGLE: Mr. Temporary Deputy Speaker, Sir, those places were planned for long before, they could probably cater for this issue. But the hon. Member has got a point there; I would like to <sup>visit</sup> ~~look into~~ these areas he is talking about and see if there is anything which can be done if there is any space left.

MR. OMIDO: Bw. Naibu Spika Wa Muda, Waziri Msaidizi katika jawabu lake ameliambia <sup>hili</sup> Bunge/kwamba Buru Buru Housing ~~Az~~ Scheme itakuwa na bustani kubwa. Anaweza kulieleza Bunge hili bustani hiyo itajengwa shemu gani, kwa sababu mimi hukaa katika mtaa huo na sijaona pahala popote panapo mpango wa kujengwa kwa bustani katika mtaa huo?

MR. OGLE: Mr. Temporary Deputy Speaker, Sir, these things are in the planning stages; you cannot see anything yet unless it is developed.

MR. OMIDO: Bw. Naibu Spika wa Muda, mtaa wa Buru <sup>awamu tano -</sup> Buru unegawanywa kwa/Phase I mpaka Phase V. Sina habari kuwa kuna shemu nyingine ambayo inapangwa kujengwa. Waziri Msaidizi amesema kwamba kuna mpango huu kwenye Buru Buru Phase I, Phase II au Phase gani, kwa sababu Phase I mpaka Phase V imejengwa, na nyumba zimekamilishwa na hakuna bustani yoyote?

MR. OGLE: Mr. Temporary Deputy Speaker, Sir, we are still at the planning stage; we are looking for a place where we can locate recreation parks - whether it will be in Phase I, Phase IV or Phase V - we are at the planning stage. This is an instruction which has gone from the Ministry to the City Commission to provide these kinds of facilities.

MR. SHIKUKU: Arising from that encouraging reply, Mr. Temporary Deputy Speaker, Sir, which I hope he will try and implement, does he not think because there will be some ~~old~~ old buildings which will be demolished and taking into account the views expressed in this House that time has come when we should be considering building upwards rather than sideways? We shall soon come to that stage. Would he assure this House that when they come to demolish all old buildings these vacant places where these ground houses were built would be turned into parks and trees planted where people could rest because so far, Eastlands is chaotic?

MR. OGLE: I am not very sure whether I can give that assurance right away, Mr. Temporary Deputy Speaker. But, what I can say is that I really share the sentiments of the hon. Member that we should provide such facilities for our residents in towns. This has not been taking place for quite a long time, but we will do everything possible to make sure that such kind of facilities do exist in the estates.

Question No. 543

MR. MATE asked the Minister for Lands and Settlement when land owners in Evurori sub-location in Siakago Division will be issued with the title deeds.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): There is no one from the Ministry of Lands and Settlement to respond to this Question? Next Question.

Question No. 557

MR. KIKUYU asked the Minister for Transport and Communications:-

- (a) whether he is aware that the road from Kipandani-kwa-Mutisya is almost impassable and that communication between Machakos and Kikima has almost come to a standstill; and
- (b) what immediate plans he has to ensure that the road is passable and motorable.

THE ASSISTANT MINISTER FOR TRANSPORT AND COMMUNICATIONS

(Mr. Keriri): Mr. Speaker, Sir, I beg to reply.

(a) The roads Kipandini to Kwa-Mutisya are the Roads E480 and E447 which were graded in July, 1987 and are now supposed to be passable or motorable. However, I am aware that a section at Kalii on Road E477 becomes difficult to drive on when it rains as a lot of water flows across from Mbooni Hills. As a permanent solution, construction of a box culvert is in hand, foundation is ready and the work is still in progress since last month.

(b) These roads and other earth roads throughout the country are susceptible to being rendered impassable during the rains, but they will be maintained as necessary, within our financial limitations.

MR. KIKUYU: Mr. Temporary Deputy Speaker, Sir, considering that this road was once a ~~main~~ <sup>main</sup> road, and now the ~~main~~ <sup>main</sup> has almost been washed <sup>off</sup> completely, can the Assistant Minister consider re-~~morraining~~ <sup>morraining</sup> this road so that it can be useful even in the during the rain seasons?

MR. KERIRI: Mr. Temporary Deputy Speaker, Sir, as I have said, we shall try to do everything possible within our financial limitations to maintain both these roads to motorable

A.5.....8.10.87

MR. KERIRI (Ctd.):

condations. As far as marranning <sup>81</sup> the roads is concerned, we will try and do it.

END A.....

J.K.

A large, stylized handwritten signature in dark ink, appearing to be 'J.K.' or similar, written over the typed name 'J.K.' and extending to the right.

MR. KIKUYU: Mr. Temporary Deputy Speaker, Sir, could the Assistant Minister consider constructing a bridge across Ukiwe River on the same road so that during the rainy season vehicles are able to use the bridge?

MR. KERIRI: Mr. Temporary Deputy Speaker, Sir, I was not aware of that bridge and I do not want to pretend to know exactly the place the <sup>Member</sup> Member is talking about. Since this looks like new information that he is giving me now, I am sorry I cannot give an adequate answer right now.

MR. MBORI: Mr. Temporary Deputy Speaker, Sir, I listened to the Assistant Minister explaining that this road is graded, which means that the Ministry is maintaining it. Why would the Ministry not even send labourers to work on this road while it awaits murrarming? <sup>Hand</sup> Hard work can as well maintain a road.

MR. KERIRI: Mr. Temporary Deputy Speaker, Sir, the hon. Member says he heard me say something, and I hope that he listened to what I said well. I said that we have graded this road and that we are building a box culvert on the worst part of <sup>it</sup> the road. I do not know what other work the <sup>hon.</sup> Member would like labourers to do. I have said that we are trying to maintain the road within our financial limitations, and this includes getting labourers to work on it.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Dr. Wameyo.

Question No. 560

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Dr. Wameyo not here?

We will leave his Question until the end.

(Question deferred)

Question No. 556

MR. DDAIDDO asked the Minister for Culture and Social Services:-

(a) whether he is aware that Mr. Bwanaid A. Hiribae, a part-time adult education teacher at Semikaro Sub-Location, Tana River District, was not paid his <sup>salaries</sup> salaries for December, 1985, January and February, 1986; and

(b) when he will be paid.

THE ASSISTANT MINISTER FOR CULTURE AND SOCIAL SERVICES (Mr. Michuki):

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

Mr. Bwanaid A. Hiribae, who was a part-time adult education teacher at Semikaro Sub-Location in Tana River District, was paid his salary for December, 1985, January and February, 1986.

MR. DDAIDDO: Mr. Temporary Deputy Speaker, Sir, even on 30th September, 1987, this teacher was in my office and he confirmed to me that he had not been paid his salary for these months. Will the Assistant Minister say when this salary was paid to this teacher?

MR. MICHUKI: Mr. Temporary Deputy Speaker, Sir, I think it is correct to explain that whereas the teacher concerned may not have been paid for a certain period this year, in so far as the months of January and February, 1986, and, of course, December, 1985, are concerned, I am assured that this honoraria, as we call it - it is neither a salary nor an allowance; we call it honoraria for part-time teachers <sup>was paid to</sup> ~~Mr. Hiribae was paid his salary.~~

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): The hon. Member asked when the teacher was paid.

MR. MICHUKI: Mr. Temporary Deputy Speaker, Sir, in fact, that was the point I was following up just before I came here, and what I know is that Mr. Hiribae was paid in cash, but we were unable to communicate with our offices both in Tana River and in Mombasa before I came to this House.

MR. MUTISO: On a point of order, Mr. Temporary Deputy Speaker, Sir. Is the Assistant Minister not out of order to try and mislead this House to the effect - he said this very categorically - that this teacher was paid his salary, and then, in answering a Supplementary Question, he goes round and says that although the teacher might not have been paid for some time, he was paid? This is a contradiction. Furthermore, the Assistant Minister cannot now tell the House precisely when the teacher was paid and how much he was paid because he did not get in touch with their office in Tana River. How can he come to this House and try to tell us a story which he is not sure of?

AN HON. MEMBER: It is a shame.



MR. MICHUKI: Mr. Temporary Deputy Speaker, Sir, I have said that Mr. Hiribae was paid his salary for December, 1985 and January and February, 1986. However, if I may explain, we were faced with some cash flow problems throughout the country, and not just in Tana River, but they have now been sorted out. We have arranged that all the pending salary arrears, not just in Tana River, but in all other parts of the country, be paid by the end of this month.

MR. MUTISO: On a point of order, Mr. Temporary Deputy Speaker, Sir. With regard to that statement, do you not agree with me that the Assistant Minister has told this House something that is not true in saying that this teacher was paid? He now admits that they <sup>have</sup> ~~were~~ been having some cash flow problems, which means that they did not pay this particular teacher, since he cannot tell us how much was paid and when it was paid. Could he withdraw his statement that the teacher was paid and apologise to the House?

MR. MICHUKI: Mr. Temporary Deputy Speaker, Sir, this Question is in two parts. Mr. Ddaiddo's Question relates to December, 1985 and January and February, 1986. The additional information which I gave, and which is the truth, relates to this year. I am trying to be honest with the House that in so far as certain months of this year are concerned, the arrears relating to 1986 were cleared. The second part of the Question, which arises from the first part, is the position as of now. That is why I explained that there are---

(Several Members stood up in their places)

If only Members would be a little bit patient, I would explain this matter.

I explained that this teacher has not been paid <sup>for</sup> ~~in~~ 1987, but he was paid for the months in question, in 1986. So, there is nothing to withdraw here.

MR. GALGALLO: Mr. Temporary Deputy Speaker, Sir, if the Assistant Minister substantiated his statement by giving us the date when this teacher was paid and the cheque number, if he was paid by cheque, or, if he was paid through the payroll, the month in which he was so paid, this House would be

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MR. GALGALLO (CTD.):

satisfied. Could the Assistant Minister tell us exactly how this teacher was paid and when he was paid?

MR. MICHUKI: Mr. Temporary Deputy Speaker, Sir, I think I answered that question before, when I admitted that we were unable to get through by telephone to Tana River and obtain the actual date involved. I think I stated that before.

MR. MATE: On a point of order, Mr. Temporary Deputy Speaker, Sir. The Assistant Minister says that he could not get in touch with Tana River District. Since he has no convincing information or any documentary proof to show that this teacher was paid, could he come back here on Tuesday next week with something to convince us on how the teacher was paid? Today, he is not giving us satisfactory information.

(Applause)

MR. MICHUKI: Yes, Mr. Temporary Deputy Speaker, Sir.

Question No. 434

MR. arap KOSKE asked the Minister for Health whether:-

(a) he is aware that there are only four members of subordinate staff who are charged with sanitation in Kericho District Hospital; *Compound*;

(b) he is further aware that the sanitation in the hospital is at its worst state as the four men are too few for the area; and

(c) he can consider adding more subordinate staff to man the compound.

THE ASSISTANT MINISTER FOR HEALTH (Mr. arap Cheboiwo): Mr. Temporary Deputy Speaker, Sir, I beg to reply.

(a) Yes, I am aware that there are only four members of subordinate staff in the said hospital, but we have added another three members, bringing their total to seven.

END B

THE ASSISTANT MINISTER FOR HEALTH (Mr. arap Cheboiwo) (ctd.):

(b) Mr. Temporary Deputy Speaker, Sir, I am aware that sanitation in Kericho District Hospital is not as good as it is supposed to be.

(c) It is not just a question of considering to add subordinate staff; we have taken other better measures to help the situation rather than just to add the staff.

MR. KOSKE: Mr. Temporary Deputy Speaker, Sir, while appreciating the answer given by the Assistant Minister, is he aware that using those heavy machines as is said in the answer, is not different from indirect employment of foreigners? If he is aware, why did he think it fit to buy very heavy machines instead of employing, maybe, 10 extra subordinate staff, particularly, at this time when we have the unemployment problem?

MR. arap CHEBOIWO: Mr. Temporary Deputy Speaker, Sir, I do not agree with the hon. Member that buying heavy machines is a foreign thing. This is because the people who will be using these machines will be indigenous Kenyans. Secondly, when it comes to the work of cutting grass, these machines do more work than the subordinate staff. I am also aware that there is a problem of unemployment in the country. We thought it fit to buy these machines because the subordinate staff who are already there will not be dismissed, but will be used elsewhere as will be the machines. So, he should be happy with these machines. Further, the Medical Officer of Health of Kericho has been told to mobilise his subordinate staff as in addition to the machines. So, for that reason he should be very happy.

MR. MATE: Mr. Temporary Deputy Speaker, Sir, I think, the hon. Member has talked of a machine about which we have confirmation. Now, could the Assistant Minister tell us roughly the cost of the machines and what it ~~was~~ would have ~~be~~ cost to employ more local people?

MR. arap CHEBOIWO: Mr. Temporary Deputy Speaker, Sir, to be honest, I do not have the actual figures with me here, but if that is the wish of the House, then getting them will not be a problem. What we have done is that, the Medical Officer of Health of Kericho has already mobilized his subordinate staff for the purpose of clearing all the grass that has rendered the compound insanitary. The hon. Member will now be pleased - I thought that he was going to be pleased, but I can see that he is not pleased - that my Ministry has already purchased two heavy lawn mowers for Kericho Hospital which will now make it unnecessary to increase the number of subordinate staff working on the hospital compound. So, we have not worked out the costs of how much it would be if we employed more subordinate staff in comparison with the cost of the machines. But, if it is the wish of the House, we still can get those figures.

MR. MUTISO: Mr. Temporary Deputy Speaker, Sir, arising from one of the previous answers given by the Assistant Minister, to the effect that he agrees that the sanitary state of Kericho District Hospital is in a pathetic state, could he tell this House why they let that situation reach that extent? Is this not negligence of duty? Why were they just sleeping until they had to be woken up by the hon. Member putting this Question to the House?

MR. arap CHEBOIWO: Mr. Temporary Deputy Speaker, Sir, we were not sleeping and we were not woken up by this Question. The problem was that we did not have enough funds to employ more subordinate staff and buy more machines. So, we were working. This does not, of course, affect only Kericho; it affects other hospitals which are also in the same condition. Kericho Hospital is very lucky since we have already done something about it.

DR. MANGO: Mr. Temporary Deputy Speaker, Sir, arising from

DR. MANGO (ctd.):

the Assistant Minister's previous answers, is he aware that Kericho District Hospital seems to be constantly neglected? This is because a couple of years ago, there were cases of rats eating dead bodies in the mortuary. Is he going to make sure that both the inside and the outside of Kericho District Hospital are clean?

MR. arap CHEBOIWO: Mr. Temporary Deputy Speaker, I do not agree with Dr. Mango. ~~No~~ I am not aware of what he is saying. I am not aware that there were rats which were eating dead bodies unless he can substantiate that. I think that could be ~~past~~ history. The fact is that I am not aware *of this.*

MR. WAKIONDO: Mr. Temporary Deputy Speaker, Sir, before I ask my Question, I would like to tell the House that I have been supplied with an answer that is contradictory to the Question, and thus I do not know exactly whether <sup>asking</sup> the Question will mean anything.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Just go ahead and ask the Question, the answers may be different.

Question No. 554

MR. WAKIONDO asked the Minister for Education:-

- (a) whether he <sup>is</sup> was aware that Kamwathu, Ndiuni, Iruma and Maragwa Primary Schools in Tharaka Division are being forced to collect their foodstuff from Karuguaru Primary School where the food is left by the lorries from the school feeding programme; and
- (b) whether he would direct the staff to deliver the foodstuff and milk to the respective schools to avoid unnecessary interruption in the school's programme.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Anybody from the Ministry of Education?

Let us leave that Question until the end.

Question No. 492

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Mr. Mwachofi not in?  
We shall come back to his Question later.

MR. KILIKU: Mr. Temporary Deputy Speaker, before I ask my Question, I would like to make a <sup>must</sup> correction. The last word on the second line on the first part of the Question is Bangladesh and not "Magharadesh".

Question No. 555

MR. KILIKU asked the Minister for Water Development:-

- (a) whether he is aware that there has been an acute shortage of water in Bangladesh Village in Mikindani, Mombasa West; and
- (b) the action that he is taking to solve this problem.

THE ASSISTANT MINISTER FOR WATER DEVELOPEMENT (Archbishop Ondiek): Mr. & Temporary Deputy Speaker, & Sir, I beg to reply.

(a) ~~Mr. Temporary Deputy Speaker, Sir,~~ The Minister is not aware of an acute shortage of water in Bangladesh Village in Mikindani in Mombasa West.

However, the Minister is aware that the low pressure on the water pipes resulting from the temporary resiting of the pipeline to enable road repairs to be carried out on this section of the road; caused the consumers to take longer in filling their buckets. Nevertheless, the water supply was continuous.

(b) Now that the Ministry of Transport and Communications <sup>has</sup> ~~have~~ completed repairing the main Nairobi/Mombasa Road which had been washed away at Miritini, the Ministry returned the pipeline to its original position in July this year and the pressure on the pipeline was restored and wananchi are getting water as before.

MR. KILIKU: On a point of order, Mr. Temporary Deputy Speaker, Sir. The Assistant Minister is misleading the House. The only repairs which have done on this road, are on the Mikindani landslides, which were completed in December, 1985 by the Ministry of Transport and Communications. So, he is misleading the House as there has never been any repairs on that part.

MR. KILIKU: Mr. Temporary Deputy Speaker, before I ask my Question, I would like to make a <sup>small</sup> correction. The last word on the second line on the first part of the Question is Bangladesh and not "Magharadesh".

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(a) ~~Mr. Temporary Deputy Speaker, Sir,~~ The Minister is not aware of an acute shortage of water in Bangladesh Village in Mikindani in Mombasa West.

However, the Minister is aware that the low pressure on the water pipes resulting from the temporary resiting of the pipeline to enable road repairs to be carried out on this section of the road; caused the consumers to take longer in filling their buckets. Nevertheless, the water supply was continuous.

(b) Now that the Ministry of Transport and Communications <sup>has</sup> ~~have~~ completed repairing the main Nairobi/Mombasa Road which had been ~~was~~ washed away at Miritini, the Ministry returned the pipeline to its original position in July this year and the pressure on the pipeline was restored and wananchi are getting water~~s~~ as before.

MR. KILIKU: On a point of order, Mr. Temporary Deputy Speaker, Sir. The Assistant Minister is misleading the House. The only repairs which have done on this road, are on the Mikindani landslides, which were completed in December, 1985 by the Ministry of Transport and Communications. So, he is misleading the House as there has never been any repairs on that part.



C.E.....8.10.87

MR. KILIKU (ctd.):

Could he correct that as he is misleading the House?

THE ARCHBISHOP ONDIEK: Sir, the information that I have states that the road was being repaired and that is why there was shortage of ~~the~~ water, but when the road was repaired, the supply was properly restored.

MR. ABUYA-ABUYA: Mr. Temporary Deputy Speaker, since the hon. Member whose people were affected by this problem has not agreed with the information given to the Assistant Minister who admits that he <sup>is</sup> ~~is~~ not <sup>sure</sup> of it; could we ask the Assistant Minister to go back and do a thorough check and come with the proper information?

(END C.....)

*Osman*

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, there is no question of saying that this is the only information I have. We know that the road had been washed away by rain water and the Ministry of Transport and Communications repaired it. Also the water pipe was returned to its original position. So, these people in Mikindani have enough water.

MR. KILIKU: Mr. Temporary Deputy Speaker, Sir, I still stand by what I said earlier. This road was only repaired after the Mikindani landslide ruined it. The repair work was completed by the Ministry of Transport and Communications sometime in December, 1985. Will the Assistant Minister, therefore, withdraw that remark, that the shortage of water was caused by the repair works being carried out on the road? The road was repaired in 1985 and my Question is talking about 1987.

M. ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, I am not disputing the fact that road was repaired. But I am saying that the pipe was returned to its original position in July, 1987. Therefore, the question of shortage of water in that place does not arise.

MR. DDAIDDO: Mr. Temporary Deputy Speaker, Sir, is the Assistant Minister in order to try and mislead this House? This is because the lying of pipes is different from the flow of water. It is possible that the pipe was returned to its original position but the people are not getting any water. This is what the hon. Member is saying. So, the Assistant Minister should realise that these people are not getting any water ~~at~~ at all. So, the issue here is shortage of water and not ~~lying~~ laying of pipes.

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, the pipes were laid and the pressure of the water is adequate and wananchi are getting sufficient water. There is no water shortage in this particular ~~sh~~ village as far as I am concerned.

MR. BOMETT: On a point of order, Mr. Temporary Deputy Speaker, Sir. Here is a very serious situation. Either the hon. Member who asked the Question is misleading the House <sup>or</sup> the Assistant Minister is deliberately misleading the House. ~~Is~~ Is the Assistant Minister saying that there is adequate water in that village? If a select committee of this House is appointed to look into this matter will they find water there?

AN HON. MEMBER: Is that what you want?

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, it is true that the water is there. Even <sup>if</sup> any Parliamentary ~~select~~ select committee goes there it will find water. The water is quite enough.

THE TEMPORARY DEPUTY SPEAKER(Mr. Karauri): Mr. Boru's Question.

Question No.546

MR. GALGALLO, on behalf of Mr. Boru, asked the Minister for Water Development since there is persistent acute water shortage in Marsabit town, what urgent plans he has to solve this problem.

THE ASSISTANT MINISTER FOR WATER DEVELOPMENT(Archbishop Ondiek): Mr. Temporary Deputy Speaker, Sir, I beg to reply.

Marsabit Town gets its water from Bakuli ~~Springs~~ ~~Sr~~ Springs in Marsabit Forest. This source of water can only produce 330 cubic metres of water per day against a demand of 2,000 cubic metres per day. In the circumstances I am aware that Marsabit Town experiences shortages of water virtually all the time. However, recognizing this need, my Ministry has already sited four boreholes around the town and it is looking for funds to get them drilled. It is expected that when the four boreholes become operational the problem of water shortage in the town will be solved.

MR. BOWETT: On a point of order, Mr. Temporary Deputy Speaker, Sir. Here is a very serious situation. Either the hon. Member who asked the Question is misleading the House <sup>or</sup> the Assistant Minister is deliberately misleading the House. ~~Is~~ Is the Assistant Minister saying that there is adequate water in that village? If a select committee of this House is appointed to look into this matter will they find water there?

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MR. GALGALLO: Mr. Temporary Deputy Speaker, Sir, while thanking the Assistant Minister for his ~~recognition~~ recognition of this problem, would he accept that this problem came about as a result of lack of foresight on the part of his Ministry? This is because they know that this water was not enough to meet the daily demand of water in Marsabit Town. The Town is expanding very fast and the Ministry did not make the necessary plans early ~~x~~ enough so as to cater for the growing population of the Town. Will the Assistant Minister order the relevant Department of his Ministry to mobilise the tankers of the Ministry of Works, Housing and Physical Planning in ~~Marsabit~~ Marsabit <sup>to</sup> help the people since the ~~want~~ people have to travel a distance of 15 kilometres to go and fetch water?

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, the question of lack of foresight on the part of my Ministry does not arise. My answer is very clear; that we observed the ~~the~~ situation <sup>and</sup> discovered that there was not enough water. We even allocated ~~for~~ funds for feasibility <sup>study</sup> studies. The feasibility study is going to cost the Government KShs.3 million. The project itself - when ~~complete~~ completed - is going to cost us KShs.10 million. Therefore the question of lack of foresight does not ~~xxx~~ arise here. If you look at my reply you will find that we have even sent our people there to do the siting for the four boreholes. This clearly indicates that we have ~~realised~~ realised that there is a problem there and that wananchi need this water desperately. So, my hon. colleague should realise that there is nothing we can do beyond what we are trying to do now.

MR. KANINDO: Mr. Temporary Deputy Speaker, Sir, the Assistant Minister agrees that there is shortage of water. Will the Ministry take immediate and urgent measures to ensure that water is transported to the town using water tankers so that wananchi who need it so badly can get ~~ix~~ it without any problems?

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, if the can arrange it locally - through the D.D.C. and if they have tankers within the district - they can have an emergency water supply there.

MR. KILIKU: Mr. Temporary Deputy Speaker, Sir, the Ministry of Water ~~Development~~ ~~Development~~ Development has been telling the people of this country that by the year 2000 A.D. every home in this country will have piped water. Does this plan affect Marsabit Town? How far has the Ministry gone in implementing this proposal?

ARCHBISHOP ONDIEK: ~~My~~ Mr. Temporary Deputy Speaker, Sir, my brother knows that although the Government talks about the year 2000 A.D. it can be seen that we are making a lot of efforts to supply our people with water. That is why we are carrying out these feasibility studies. So, if the money becomes available we may even implement this plan before the year 2000 A.D.

MR. GALGALLO: Mr. Temporary Deputy Speaker, Sir, as the English say, prevention is ~~best~~ better than cure. But it appears that the Ministry of Water Development never took any precautions in this case. They had seen the booming population of Marsabit Town but they took no action <sup>to</sup> supply sufficient water to ~~the~~ the Town. Would the Assistant Minister be honest enough to admit that his Ministry lacks foresight and that it did make any prior preparations for this? ~~Could~~ I would also like to request the Assistant Minister to order his Departmental Head there to liaise with his colleagues who have got the tankers and see to it ~~g~~ that

MR. GALGALLO (ctd);

people in Marsabit Town get enough water? Even Marsabit District Hospital is stinking when in fact it is supposed to show a good example when it comes to cleanliness.

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, since the hon. Member is a member of the D.D.C. there, I would request him kindly to go and liaise with the Chairman of the D.D.C. and see what they can do about this problem which is of an emergency nature.

MR. OMIDO: On a point of order, Mr. Temporary Deputy Speaker, Sir. Is it really in order for the Assistant Minister to ask the hon. Member to go and liaise with the Ministry's officials there when the Assistant Minister himself knows that his officers are more likely to accept directives from the Ministry rather than from the hon. Member?

ARCHBISHOP ONDIEK: Mr. Temporary Deputy Speaker, Sir, I am sorry that my friend did not hear me well. What I meant was that since the hon. Member is a member of the D.D.C. in his own district he can liaise with the Chairman of the D.D.C. <sup>to</sup> see what they can do about this problem. I am <sup>not</sup> asking him to go and give directives to my officers there.

THE TEMPORARY DEPUTY SPEAKER(Mr. Karauri): Mr. Omido's Question.

Question No.562.

MR. OMIDO asked the Attorney-General:-

- (a) what steps he has taken to institute a better investigation as ordered in the ~~re re~~ ruling by the Magistrate who conducted inquest No.100 ~~if~~ of 1985 in the Chief Magistrate's Court at Nairobi on 29th April, 1986; and
- (b) why the investigating officer did not give evidence in this inquest.

THE TEMPORARY DEPUTY SPEAKER(Mr. Karauri): Is the Attorney-General not here? Let us go back to Mr. Mate's Question.

Question No.543

MR. MATE ASKED the Minister for Lands and Settlement when the land owners in Evurori sub-location in Siakago Division will be issued with the title deeds.

~~lands~~ THE TEMPORARY DEPUTY SPEAKER(Mr. Karauri): Anybody from Lands and Settlement? Dr. Wameyo's Question.

Question No.560

THE TEMPORARY DEPUTY SPEAKER(Mr. Karauri): Dr. Wameyo still not here? Mr. Wakiondo's Question.

END.D.



Question No. 554

MR. WAKIONDO asked the Minister for Education:-

- (a) whether he is aware that Kamwathu, Ndiuni, Iruma and Maragwa Primary Schools in Tharaka Division are being forced to collect their foodstuff from Karuguru Primary School where the food is left by the lorries from the school feeding programme, and
- (b) would he direct the staff to deliver the foodstuff and milk to the respective schools to avoid unnecessary interruption in the school's programme.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Anyone here from the Ministry of Education? *Next Question.*

Question No. 492

Bw. SHIKUKU kwa niaba ya Bw. Mwachofi alimuuliza Waziri wa Elimu:-

- (a) Katika shule za msingi k nchini/wakuu wa shule wangapi ambao ni wa daraja la P3 na P2, z na
- (b) Ni lini hawa watumishi wema watakapopandishwa x vyeo.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Anyone here from the Ministry of Education? Let us go <sup>on</sup> to Questions by Private Notice.

QUESTIONS BY PRIVATE NOTICE

MR. MBORI: Mr. Temporary Deputy Speaker, Sir, I beg to ask the Minister of State, Office of the President the following Question by Private Notice.

- (a) Is the Minister aware that the District Officer, Oyugis Division in July, 1987 decided unilaterally to spend Harambee Funds for Oyugis Health Centre on electrification instead of maternity expansion which was the priority of the sub-district development committee (D.D.C.).

Question No. 554

MR. WAKIONDO asked the Minister for Education:-

- (a) whether he is aware that Kamwathu, Ndiuni, Iruma and Maragwa Primary Schools in Tharaka Division are being forced to collect their foodstuff from Karuguru Primary School where the food is left by the clerics from the school feeding programme, and
- (b) would he direct the staff to deliver the foodstuff and milk to the respective schools to avoid unnecessary interruption in the school's programme.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Anyone here from the Ministry of Education? *Next Question.*

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- (a) Katika shule za msingi z nchini/wakuu wa shule wangapi ambao ni wa daraja la P3 na P2, z na *ni*
- (b) Ni lini hawa watumishi wema watakapopandishwa y vyao.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Anyone here from the Ministry of Education? Let us go *on* to Questions by Private Notice.

## QUESTIONS BY PRIVATE NOTICE

MR. MBORI: Mr. Temporary Deputy Speaker, Sir, I beg to ask the Minister of State, Office of the President the following Question by Private Notice.

- (a) Is the Minister aware that the District Officer, Oyugis Division in July, 1987 decided unilaterally to spend Harambee Funds for Oyugis Health Centre on electrification instead of maternity expansion which was the priority of the sub-district development committee (D.D.C.).

MR. MBORI (CTD.):

(b) What action will the Minister take against this officer for diverting these funds to other purposes without consulting the other members of the sub-D.D.C?

(c) How much money did the District Officer spend in supplying electricity to this centre?

THE ASSISTANT MINISTER, OFFICE OF THE PRESIDENT

(Mr. Onyancha): Mr. Temporary Deputy Speaker, Sir, I beg to reply.

(a) I am not aware that the District Officer (D.O.) Oyugis Division unilaterally decided to spend Harambee funds <sup>Oyugis</sup> ~~for~~ for use of the/Health Centre. Mr. Temporary Deputy Speaker, Sir, what I am aware of is that the D.O. of the area spent Ksh.146,000 from the Harambee funds to electrify the Health ~~in~~ Centre with the consent of the leaders ~~of~~ of the area.

MR. MBORI: Mr. Temporary Deputy Speaker, Sir, can the Assistant Minister tell the House what <sup>was</sup> the original aim of the Harambee funds that he has spoken about <sup>instead</sup> ~~was before he~~ <sup>of</sup> saying ~~says~~ that it was used for electrification, in an area which had been electrified by the Ministry?

MR. ONYANCHA: Mr. Temporary Deputy Speaker, Sir, the Harambee funds <sup>were</sup> ~~was~~ for the extension and improvement of the Oyugis Health Centre.

MR. MBORI: On a point of order, Mr. Temporary Deputy Speaker, Sir. Is the Minister in order to mislead the House and the Nation that the funds were for the expansion of ~~electrification~~ <sup>Programmes</sup> electrification, while the main original aim was <sup>to expand</sup> ~~for the expansion~~ of the ~~maternity~~ maternity wing of the health centre.

MR. ONYANCHA: Mr. Temporary Deputy Speaker, Sir, the funds which we are referring to started to be collected in 1977. About Kshs.90,000 of that amount was collected <sup>in</sup> ~~in~~ 1981 and it was banked. The money was not used until 1986, <sup>after</sup> ~~when~~ they had

MR. ONYANCHIA (CTD.):

earned an interest of Kshs.83,000, so the total of the money in the bank rose to Kshs.173,000.

Mr. Temporary Deputy Speaker, Sir, on 1st July, 1986, a leaders' meeting for Oyugis Division was held to discuss on how to use these funds ~~xxxxxx~~ funds which had been lying in the bank for such a long time. That leaders' meeting elected a committee to manage the development of this health centre and to decide on how to use these funds. The D.O. of the area was elected the Chairman, and the other members of that committee were the Locational chiefs, KANU chairman, the divisional KANU chairman, a member of the ~~Kana~~ Kenya Chamber of Commerce, the divisional public health officer, the ~~Member~~ Member of Parliament of the area was brought in as a co-opted member and also the ~~social~~ social development officer for that division.

(END.....E)

MR. ONYANCHA: Mr. Temporary Deputy Speaker, Sir, this committee is the one which decided that at that time the priority was not the expansion of the maternity wing but to electrify the whole health centre, and they authorised the district officer of the area to use the funds accordingly. They invited the Kenya Power and Lighting people to go and estimate the amount that would be needed to electrify the place and, later on, they paid KShs.146,000/- to electrify the area which is now operational.

MR. KILIKU: Mr. Temporary Deputy Speaker, Sir, the hon. Member of Parliament for that area is saying that the priority was to expand the maternity wing. Now, when the Assistant Minister denies what the hon. Member is saying, he says that the priority was to electrify the area. Can the Assistant Minister produce the minutes of the meeting which passed the resolution that the priority was to electrify the area?

MR. ONYANCHA: Mr. Temporary Deputy Speaker, Sir, it is possible that the original intention of the Fund was to expand the maternity wing. However, as I have indicated from the facts I have given the House, later on when this very useful committee met, they decided that the priority was not to extend the health centre's maternity wing but to electrify the whole market centre. That, to me, seems very reasonable. For the information of the House, and as I have indicated, the Member of Parliament for that area was a member of this committee.

MR. KANINDO: On a point of order, Mr. Temporary Deputy Speaker, Sir. As a member of the district development committee, I am sure that the hon. Assistant Minister is misleading the House, in view of the fact that at the time of electrifying the health centre, the rural electrification team was already electrifying Oyugis ~~market~~ market, and the health centre was among the priorities of the district development committee. The electrification of the health centre was done with the Rural ~~Electrification~~ Fund. Therefore, it is not true that another fund could have been used for the same ~~purpose~~ purpose of electrification with the market at that very time.

MR. ONYANCHIA: Mr. Temporary Deputy Speaker, Sir, I am not aware of those facts but, since the hon. Member is categorically putting them to this House, I would ask him to substantiate his statement.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Order! The Question here says that this was a priority of the sub-district development committee and, therefore, I do not know how the district development committee comes in.

MR. KANDIDO: Mr. Temporary Deputy Speaker, Sir, at the time the money in question was being used, the rural electrification team, with the authority of the district development committee, was supplying electricity to Oyugis market. The priority of the district development committee was to electrify Oyugis market which covered the health centre, and this was being done with the Rural Electrification Fund. Therefore, the issue of the sub-district development committee authorising more funds for this project could not have been acceptable at that time because there were already funds from the ~~the~~ district development committee to electrify Oyugis town as a whole. That was the time when the electrification team was there.

MR. ONYANCHIA: Mr. Temporary Deputy Speaker, Sir, as I said, we were not aware of those facts. That is why I asked the hon. Member, who is making this categorical statement, to substantiate his allegation.

MR. SHIKUKU: On a point of order, Mr. Temporary Deputy Speaker, Sir. With all due respect to my hon. friend, he has not replied to the point of order raised by hon. Kiliku as to whether he can produce the minutes of the meeting which was held and which changed the priority from that of expanding the <sup>maternity</sup> ~~the~~ wing to that of electrifying the health centre. Can he produce those minutes and lay them on the Table? If the hon. Member for that area and another one who is a member of the district & development committee cannot be believed, then may the Lord have mercy on the hon. Assistant Minister, if he still have any mercy?

MR. ONYANCHIA: Mr. Temporary Deputy Speaker, Sir, I am sure that the Lord will also have mercy on hon. Shikuku. All I am saying is that this money had been lying in the bank for ~~these~~ so many years, and the leaders of the division

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MR. ONYANCHA (ctd.):

decided to chose a committee on the 1st of July, 1986, to decide on how to use the money on priority basis. The committee decided that instead of expanding the maternity wing of the health centre, it would be more beneficial for that centre to be electrified.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Order! The question being raised is whether the Assistant Minister can produce the minutes of the meeting that changed the priority. Mr. Onyancha, I do not know whether you can bring the minutes to this House next time.

MR. ONYANCHA: Yes, Mr. Temporary Deputy Speaker. I can try to find out whether the minutes can be available.

MR. SHIKUKU: When?

MR. ONYANCHA: Obviously, it cannot be now; it will be done next week. I will try to get the minutes and produce them in this House.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Next Order.

#### COMMITTEE OF SUPPLY

(Order for Committee read being the Eighth Alloted Day)

#### MOTION

THAT, Mr. Speaker do now leave the Chair.

Vote 14 - Ministry of Transport and Communications

(The Minister for Transport and Communications on 6.10.87)

(Resumption of Debate interrupted on 7.10.87)

MR. ABUYA-ABUYA: Thank you very much, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to contribute ~~the~~ to the debate on the Vote of the Ministry of Transport and Communications.

Right from the onset, I want to start with a very important issue as regards the roads in this country. Before we went for Recess last time, I did request the Minister for Transport and Communications to give a statement as to

8.10.87.

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decided to chose a committee on the 1st of July, 1986, to decide on how to use the money on priority basis. The committee decided that instead of expanding the maternity wing of the health centre, it would be more beneficial for that centre to be electrified.

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MR. SHIKUKU: When?

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8.10.87.

MR. ABUYA-ABUYA (ctd.):

*whether*  
the construction of the road from Chemosit to Kisii was making a good progress and whether there are any difficulties in the progress <sup>of the</sup> construction. ~~was~~ making. When I was requesting for this statement, I had in mind the allegations that the present contractor was defying the standards agreed on the terms of the contract. At the same time, the Government was losing an average of about KShs.2 million every month because of the delay and because of the material used for the road construction as the contractor had defied to comply with the standards laid in the contract.

Further to that, Sir, I also asked the Minister to tell us as to whether the contractor had connived with some senior officers in the Ministry to make variations so that more allocations are made to the contractor. The Minister took my request very lightly and did not give the requested statement. As of now, the road completion is behind schedule by nearly nine months, and I understand that the services of this contractor are being terminated. What is more serious is that there are further allegations that when this contract is terminated, the Ministry may offer the contract to the second highest bidder who, as I am told, is a ~~bro~~ brother to the outgoing contractor, that is, H.Z. and Company Ltd. The allegations are that when this contractor moves, then he will sub-contract to Solel Boneh Company. We are being told that if the Ministry goes ahead and ~~gives~~ and calls for new tenders, ~~with conditions~~ there will be further delays and that there might be ~~za~~ some more money required for the same project.

END..... F. 

MR. ABUYA-ABUYA (CTD):

However, I would now like to request the Minister to see that there is no further connivance with some officials in his Ministry to give excess funds without taking into consideration that already many contracts are over-financed. He should also see that there is no more delay as this is the information that we have. Leaders from the two districts of Kisii and Kericho have laboured very hard in pushing the Government to ensure that this road is completed in time. So, I would like to request the Minister to be very careful. If there is going to be a handing over of contracts to the second highest bidder, then firm clauses must be introduced to ensure that what has been prevailing does not occur again, otherwise the Government is going to lose a lot of money.

MR. SHIKUKU: On a point of order, Mr. Temporary Deputy Speaker, Sir. I do not want to interrupt the hon Member, but I thought I heard him say, 'the highest bidder'. Does he mean that there is somebody who bid lower, and that the contract is not being given to the person who bid lowest, but it was given to the one who bid the highest, and who had also committed some sins before? Did I hear that?

MR. ABUYA-ABUYA: Mr. Temporary Deputy Speaker, I would like the hon Member to put his question clearly because I did not get it.

MR. SHIKUKU: Mr. Temporary Deputy Speaker, I thought I heard the hon Member saying that Solel Boneh is going to be awarded the contract without tendering a fresh, yet it was the highest bidder. This means that there is another person who bid less. Now, is that what I heard?

MR. ABUYA-ABUYA: Mr. Temporary Deputy Speaker, I will clarify that by saying that when this contract was being awarded, Solel Boneh got it. The second lowest bidder was HZ. Now, there are allegations that Solel Boneh want to hand over this contract to the second lowest bidder, HZ. Then HZ are working out a plan so that they sub-contract it again to Solel Boneh. So, we are saying that HZ has already signed many contracts, and so it may not be able to cope with the work. So, there will be further delay in the construction and more money will be spent on this road. So, if that is the case, I am asking the Minister to ensure that the Government does not lose any more money on

MR. ABUYA-ABUYA (CTD):

this contract.

Having said that, I am also requesting the Minister to reinstate the popular Rural Access Roads Programme. It was very popular, ~~in that~~ <sup>1</sup> in the first place it was aimed at offering jobs to the people in rural areas. That programme has been withdrawn, but the one that has replaced it is not as popular as ~~that~~ <sup>the</sup> ~~previous one.~~  
~~Rural Access Roads Programme.~~

With regard to the Kenya Posts and Telecommunications Corporation, although there has been a lot of praise <sup>on</sup> ~~of~~ its employees, their performance leaves a lot to be desired, especially in the rural areas. With regard to Kitutu East, I am sorry to say that I have raised Questions in this House about Gesima Telephone Exchange which was approved by the district development committee as far back as in 1981. The Minister promised that the exchange was going to be put up in 1982, but so far this has not taken place. I did raise a Question here about it last year, and I was told that it was going to be constructed in the 1985/86 Financial Year, but again nothing has taken place. The Ministers have always encouraged hon Members to go their offices or to those of their officers <sup>to discuss</sup> ~~for discussion~~ of such matters. I personally have been treading to and from the headquarters of Kenya Posts and Telecommunications Corporation, but nothing has happened. So, I very <sup>am</sup> ~~am~~ seriously <sup>requesting that</sup> ~~request~~ this exchange be put up.

END G  
Rw.

MR. ABUYA-ABUYA (Contd.):

As regards the railways, Sir, if the Minister would be kind enough to implement the Motions that are passed in this House, one of them being that ~~which~~ <sup>he</sup> accepted that the railway line from Kendawa to Kisii and to Homa Bay be constructed, it would help a lot. The feasibility studies were completed long time ago, but there has been no move at all, or any sign of construction of this railway line. It is not good for the Minister to accept Motions here which he knows his Ministry will ~~not~~ be capable of implementing. When people get this information, they ~~are~~ <sup>are</sup> all set. In fact, there are always queries ~~for~~ <sup>to</sup> the Ministry, and when this does happen, then the people have a negative attitude towards this Ministry.

As regards telephones, again, Sir, here in Bunge we cannot even communicate. This is the highest seat in the whole nation! I would like to say ~~that~~ it is a humiliation for the hon. Members of Parliament. When we ask Questions here, and we have problems with the Teachers Service Commission (T.S.C.), National Social Security Fund (N.S.S.F.), Hospital Insurance Fund (N.H.I.F.), and so on, and the answers are inadequate, am I expected as an hon. Member of Parliament to be running like a messenger to get an answer? No!

Thank you, Sir.

MR. MUTISO: Mr. Temporary Deputy Speaker, Sir, I also rise in support of this very important Vote because I believe that communication is one of the very essential facilities of the modern world. It is no longer a matter of convenience.

The Minister here is asking us to give him a lot of money, and this has been a normal thing throughout the years. But when you try and look and see, put on your telescope to see what is happening all over the country, you will see that certain areas are being neglected, and that the Minister tends to focus his eyes on particular areas. Possibly, it maybe so because in the area where the Minister

MR. MUTISO (Contd.):

comes from, all the roads are tarmacked. But some areas, like where I come from, it is a very pathetic case.

MR. LUKINDO: And Taveta too!

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Sir. I would like to refute the hon. Member's statement. I do not know when he visited the area where I come from. I would like him to say when those roads were tarmacked, and whether I was in the Ministry of Transport and Communications or not. When were those roads tarmacked?

MR. MUTISO: Sir, the Minister is well aware of the fact. I did not say it is him who tarmacked the roads. I said the area he comes from is full of tarmac roads. This is true. It is a fact. I am not saying that it is him who tarmacked those roads.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Sir. I thought the hon. Member said that the Minister seems to have all his eyes on one side or one direction?

MR. MUTISO: Sir, what I am trying to tell the hon. Minister is not to be satisfied with the surroundings from his own area. He sees there is tarmac all over the place, and he tends to believe it is the same all over the country.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Sir. Can I ask the hon. Member to substantiate that "I am satisfied with the surroundings"?

MR. MUTISO: Sir, I think this is not fair with the Minister. You cannot substantiate an obvious case! Whether he is satisfied or not, that is up to him. If he is satisfied or not, that is up to him. I cannot make him be satisfied.

THE TEMPORARY DEPUTY SPEAKER (Mr. Karuri): Order, hon. Mutiso.

I thought hon. Mutiso had said "The Minister should not be satisfied". But if you said the Minister is satisfied, then that is a different matter. What did you say, Mr. Mutiso?

MR. MUTISO (Contd.):

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THE TEMPORARY DEPUTY SPEAKER (Mr. Karauri): Order, hon. Mutiso.

I thought hon. Mutiso had said "The Minister should not be satisfied". But if you said the Minister is satisfied, then that is a different matter. What did you say, Mr. Mutiso?

MR. MUTISO: You are quite right, Sir. I said that the Minister should not be satisfied with what he sees around him. I am only pleading with him that whatever he sees around him must not convince him that it is the same all over the country. I am just trying to ask <sup>him to</sup> throw his eyes all over the country because he is the Minister for the whole of Kenya. He should see other areas which are needy. I am not sure whether the Minister got me right.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Sir. I would like to know if the hon. Member is satisfied that I am not throwing my eyes all over the country to see what is happening. I want to challenge him <sup>to tell the House</sup> if he has been to more places in Kenya than I have <sup>been</sup> or any other Minister, for that matter?

MR. SHIKUKU: On a point of order, Sir. The hon. Minister should not take the hon. Member's time. He should listen and note. He will have the whole half hour to reply to remarks. Let the hon. Member contribute to the debate. That is not a point of order.

MR. MUTISO: Sir, I seek your protection because the Minister is trying to spend my time. He has a lot of time to answer our points. I beg him to put down what I am saying, and challenge, or disprove what I am saying after I have said what I want to say.

Sir, I want to ask the Minister to throw his eyes in Yatta, and take, for instance, the road from Katangi to Kithimani, and tell me whether that road which is classified is passable? There are citizens or wananchi living in those areas and they want communication. They cannot have it because in that particular area no matatu or bus can pass through ~~that area~~. I have been "singing" this song ever since I came to this House in 1983. That is point number one.

Point number two, Sir, <sup>in that</sup> I want also to ask the Minister to cast his eyes, and I challenge him to travel along that road from Katangi to Matuu via Ikombe with his Mercedes Benz, and see whether

MR. MUTISO (Contd.):

it will pass through those drifts! This is why I am telling him to cast his eyes all over the country and see the problems wananchi are facing. We want communication, and all of us want service because we are taxpayers of this country. The Minister is asking for the money here. He wants the hon. Member for Yatta to put his thumb, as a representative of the people of Yatta, to sanction this money. Once that is done, we do not know how that money is spent. I want an assurance from the Minister that once we pass this Vote, those drifts, particularly from Katangi to Matuu, will be made passable. I challenge those officers of his who are here to travel along that road tomorrow and tell me whether it is passable. There are wananchi there who need service, but they cannot get it. It is only small matatus which manage to travel along those roads. There are areas when the rains come, they become totally impassable. I have been asking Questions in this House requesting the Minister and his officers to look into those roads, but they always turn a deaf ear.

End H.



MR. MUTISO (contd.):

Further more, there is a road from Matuu to Ekarakara which is still being torn to pieces. When the rains come it will be totally impassable. Are we, the people of Yatta not also entitled to drive on smooth roads? Why is this so, and yet we are tax-payers. Furthermore, I want an explanation from the Minister why we have the worst machines in Machakos District particularly the bulldozers which can uproute the big rocks - along the road or pull down the trees? Those bulldozers are not serviceable. When we ask Questions on this we are told that the spareparts were ordered nine months ago, but they have never been received up to this moment. Some of these machines are rotting wherever they have been put. Why are we being given such services, and Machakos is one of the largest districts? I want the Minister when he comes to reply to explain to us why we cannot get similar services as he has in his own constituency.

(applause)

Mr. Temporary Deputy Speaker, Sir, it seems as if the Minister closes his eyes and holds his steering wheel, he would drive up to his house without even looking sideways because roads in his area are so smooth and wonderful. What did the Minister do to this Government to deserve all that and yet the people of Yatta cannot get the same. This is the point that I want to make. I want to tell the Minister that if we do not get these things or I do not get proper answers, there will be trouble in the Committee Stage. I want to promise him that in advance because we need good roads.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

On a point of order, Mr. Temporary Deputy Speaker, Sir. Is the hon. Member for Yatta really in order to threaten me that there will be trouble in the Committee Stage if I do not give him proper answers?

MR. MUTISO: If a hare or a rat can threaten a lion and the latter be scared, then that hare or rat must be very powerful.

MR. BARNGETUNY: Jambo la nidhamu, Bw. Naibu Spika wa Muda. Nimemsikia mhe. Mutiso akisema kwamba ikiwa Waziri hatawa<sup>patia</sup> vile vitu wanavyotaka au kama hatapewa jawabu sawa, atapata taabu katika Committee Stage. Ni kazi gani ambayo mhe. Mutiso anataka ifanywe? Ingekuwa jambo bora kama mhe. Mutiso angeeleza waziwazi ni kazi gani anayotaka ifanywe.

MR. MWARUWA: That is not a point of order!

THE ASSISTANT MINISTER FOR TOURISM AND WILDLIFE (Mr. Awori):

Thank you very much, Mr. Temporary Deputy Speaker, Sir, for allowing me also to join my colleagues in contributing to the debate.

First of all, I want to start by representing a section of the community that is <sup>usually not</sup> ~~really~~ represented. That is the disabled. I want to express my gratitude to the Ministry for having prevailed upon one of the parastatals - the Post Office - to start giving consideration to the disabled. The Post Office recently installed telephone booths that can be used by the disabled. I think that is a great consideration. But in similar manner, I would like to call upon the Ministry to prevail upon other parastatals under it, such as the Kenya Railways the Kenya Airways and the transportation industry as a whole to give consideration to the disabled.

End I...

THE ASSISTANT MINISTER FOR TOURISM AND WILDLIFE (Mr. Awori) Ctd:

Mr. Temporary Deputy Speaker, Sir, I wonder how many of us in this House, have ever travelled with a disabled person in a wheelchair wanting to get into an aircraft today. There are no such facilities whatsoever. It is through the kindness of various people that take the trouble of carrying disabled persons in their arms to get them into an aircraft. With the advanced technology, it should not cost that much to acquire a gadget that can be attached to the stairway to get a disabled person in an aircraft.

How many of us have travelled on a train with a disabled person, in first class, and experienced the difficulties of a disabled person getting on a bank. It should not cost that much to take into consideration the plight of the disabled persons. What about the Kenya Buses in Nairobi and all other buses that travel on our roads? All these are licenced by the Government. I would like to request the Ministry to take into consideration that section of the community that is so often neglected.

While on the issue of postal services and having lauded them for the good work they did, I would like to request them to try and do slightly more on the question of telephone operators. In the <sup>Countryside</sup> ~~country~~ where there are no Subscriber Trunk Dialling (S.T.D.) facilities, it is so difficult to reach a telephone operators. <sup>times</sup> Many/I have wanted to put in an urgent telephone call from Funyula Post Office, I give up many times and travel 30 kilometres to Busia to use the S.T.D. facilities. I would like to request the Kenya Posts and Telecommunication <sup>Corporation</sup> which is doing such a commendable job, to ensure that there is some improvement in that small area.

While still on the question of post offices, we would like some integrity on the side of the accounts. Many times, account holders have been charged for telephones they have not made. Telephones have been disconnected and the account holders continue to be charged. I understand that there is some fishy business that go on where someone is not charged for his or her

THE ASSISTANT MINISTER FOR TOURISM AND WILDLIFE (Mr. Awori) Ctd:

account and that account is given to someone else. What is required, Sir, is integrity.

Is the Kenya Ports Authority only supposed to operate in Mombasa? This is because, as far as I know, back in Busia Central, we also have waterways. I would like to request that something should be done so that the Kenya Ports Authority also does some work there. Some years back, there used to be steamers, and what a better way to spend a honeymoon than being on the lake travelling from Kisumu to Sio Port? I would like to request that this facility be reinstated.

A lot has been said about roads, Mr. Temporary Deputy Speaker, Sir. What is required is inculcation of discipline among all of us starting from children. Here, I would like to commend the Ministry for having set a park where youngsters are taught how to utilize the highways. Why do I say this? I say this because many grown-ups in this country still do not know how to use the highways. When I travel between Nairobi and Samia in Busia Central, almost in every settlement I find bumps. Bumps are very dangerous. The question is why have they been installed? This is because most of the motorists have no discipline whatsoever. When they drive through settled areas, instead of reducing their speed to 40 or 50 kilometres per hour, they will still rush at 100 or 150 kilometres per hour. Lack of discipline brings a lot of tragedies.

It is not three days since we saw in the newspapers a mother being carried in the hands of a good samaritan because a motorist had run down that mother when she was waiting for a bus at a bus stop. This is because we lack discipline; we lack discipline of taking others into consideration.

Roads are important for communication, opening up trade and for bringing understanding between people from different sections. I would like to thank the Ministry for having improved our roads tremendously since Independence. For us who are old and who travelled long before we attained Independence, to travel, for example, from Nairobi to Busia, one could plan for about a month because the roads were so bad. Today if I get a telegram or a telephone that I am

THE ASSISTANT MINISTER FOR TOURISM AND WILDLIFE (Mr. Awori)(ctd.)  
 required in Busia all I would be worried about would be the amount of money I would need for petrol. I would like to commend the Ministry for this but I would also like to say that the roads are killers as well. Having constructed these roads, the Ministry has not maintained them to the required standards. How many times do we see a pothole which could easily have been filled and cost the Ministry very little money but it remains in that state for months and months?

It is essential that the major highways from Mombasa through Nairobi right up to Busia should be dual carriageway. I know that it costs money, and that you have to spend what you have. But if there is an area where we can borrow a lot of money on a long-term basis and have it utilized, then it is where roads are concerned. I would like to request that the Ministry looks very seriously into this."

The road from Ruambwa through Nangina to Bumala was supposed to have been tarmacked any time from now. I scrutinized the development plans, and the money which was supposed to have been there at one time has disappeared for some reason. May I respectfully request my good friend the Minister, to look into this because in my constituency, there is not a single inch of tarmac. I do pay road toll twice when I travel from Nairobi to to my constituency.

I would now like to say something on the maintenance of our roads. Why are we unable to maintain our roads? Is it because of the machinery we have?

With these few remarks, I beg to support.

MR. EKIDOR: Ahsante sana, Bw. Naibu Spika wa Muda, kwa kunipa nafasi hii. Ningependa kuishukuru Shirika la Posta na Simu kwa sababu ya kazi yao nzuri lakini nimeingia karibu kwa kila manyatta hadi mpakani wa Kenya na Ethiopia lakini hakuna huduma za simu katika sehemu hiyo. Shirika hili lingekuwa na shabaha

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MR. EKIDOR (ctd.):

ya kwamba kufikia mwaka wa 2000, kila manyatta itakuwa na simu.

END J.

MR. EKIDOR (Ctd.):

Bw. Naibu Spika wa Muda, pia ninataka kutoa mwito kwa Waziri aone kwamba barabara zote hasa zile ambazo ziko mpakani wa Kenya na nchi nyingine zinaangaliwa. Hii ni kwa sababu mawakilisho yangu inapakana na Ethiopia, Sudan na Uganda. Lakini barabara zote ambazo zinaenda Ethiopia, Sudan au Uganda kupitia Lokitaung hazijasawazishwa tangu Kenya ijipatie Uhuru. Hata 'airstrips' ambazo ziko mpakani, bado hazijasawazishwa. Barabara hizi pamoja na airstrips zina maana sana kwa upande wa usalama wa nchi hii. Pia zinatumiwa kwa kupelekea dawa kwa wananchi hasa wale wanaoishi karibu na mpaka, na pia kwa wale maofisa ambao wanachanja mifugo katika sehemu hizi.

Ajabu ni kwamba, tangu Kenya ijipatie Uhuru hakuna hata Waziri mmoja kutoka Wizara ya Uchukuzi na Mawasiliano ambaye amewahi kuitembelea Wilaya ya Turkana. Kwa hivyo, hawawezi kuelewa kile ninachozungumzia kwa sababu wao hukaa hapa Nairobi. Waziri tuliyenaye hawezi kujua kwamba barabara zote ambazo zinapitia Lokitaung kwenda mpakani wa Kenya na nchi zile nyingine hazijasawazishwa. Ninauliza Waziri aone ya kwamba hizi barabara na airstrips ambazo ziko mpakani zinapitika wakati wote. Pia ninamuuliza aitembelee Wilaya ya Turkana ili aweze kujionea mwenyewe hali ya barabara hizi. Ni ajabu sana Bw. Naibu Spika wa Muda, kuwa kwa miaka 24 tangu Kenya ijipatie Uhuru, hakuna hata Waziri wa Uchukuzi na Mawasiliano ambaye amewahi kuitembelea Wilaya ya Turkana.

Taabu nyingine ambayo imetukumba kule Wilaya ya Turkana, ni zile greda na bulldozers, kwa sababu zote zimearibika na hazifanyi kazi sasa. Tunaambiwa kwamba hakuna vipuli vya hizi mashine hapa Kenya. Sasa ninauliza Waziri: Ni nani alileta hizi mashine bila vipuli vya kuzirekebisha zikikwana? Kwa D.D.C. tunaambiwa kwamba kila kitu kiko wilayani. Tunaambiwa kwamba, vipuli na vitu vingine viko katika makeo makuu ya wilaya. Lakini tukienda huko tunakuta trekta na greda zote zimekwama huko na maofisa ambao wanafanya kazi huku hawana kitu cha kufanya maana hawana vifaa vya kufanya kazi. Sasa wanalipwa mshahara bila kufanyia kazi.

Kama hakuna vipuli Kenya, ningeliza Waziri awajiri wale watu

MR. EKIDOR (contd.):

ambao wanaitwa road guards; wale ambao wanatatengeneza barabara kwa mikono. Hawa watu wanaweza kufanya kazi ya kutengeneza barabara na kulipwa mshahara mdogo kuliko wale madereva wa trekta. Hawa watu wanaweza kuajiriwa kutoka Wilaya ya Turkana ili watengeneze hizi barabara katika wilaya hiyo. Ama Waziri anaweza kutuletea machine nyingine katika Wilaya ya Turkana ambazo ni za gharama ndogo na ambazo zina vipuli hapa nchini badala ya zile ambazo hazina vipuli hapa.

Jambo lingine ambalo ningependa kusema ni kwamba Tarafa ya Lokitaung imegawanywa mara mbili. Sasa imekuwa na tarafa mbili, moja inaitwa Kimbichi na hapa hakuna mtu ambaye anajua Kimbichi iko wapi, lakini mimi ninajua. Kimbichi iko maili 300 kutoka Lodwar. Iko katika mpaka wa Kenya na Sudan. Wakati wa ukoloni, barabara za kwenda huko Kimbichi ambazo ziko mpakani wa Sudan na Ethiopia zilikuwa zikipitika, lakini wazungu waliporudi kwao barabara hizi sasa hazipitiki. Sasa zimemea miti na wakati tunaingiliwa na majambazi kutoka nchi jirani, polisi wetu huwa na shida sana kwa sababu hakuna njia za kupitia wakiwafuata. Kwa hivyo, ningepuliza Waziri apeleke greda au trekta ambayo itakuwa ikirekebisha hizi barabara mpaka Kimbichi.

Kwa hayo machache, naunga mkono.

End K



Temporary

MR. WAKIONDO: Thank you very much, Mr./Deputy Speaker, Sir, for giving me this opportunity to join my colleagues in contributing to this very important Vote for the Ministry of Transport and Communications. Sir, let me first thank the Minister and the entire Ministry for the good work they have done in connecting Kitui and Meru Districts by the construction of Mucemi Bridge. However, Sir, may I request the Minister to set aside funds for the maintenance of roads which are now impassable although we still have buses coming from Mwingi to Meru Town, <sup>we</sup> ~~but~~/recognize the effort already made by the <sup>Ministry.</sup>

Mr. Temporary Deputy Speaker, Sir, since the present Minister for Transport and Communications was appointed ~~Minister~~, he has never paid surprise visits to the district as he was doing before when he was the Minister for Health. We would like to request him to make these surprise visits to Meru. At the moment, all road tractors are junks, and so are the road graders. Once an officer gives an okay for a certain road to be graded, the work fails due to lack of supervision. Once a tractor has been given out to a division in Meru District, there is nobody to supervise its operation. The tractor is taken by the driver and if a lorry driver wants diesel, he takes the diesel from the tractor and ~~Sold~~. This is a bad weakness and, therefore, we need supervisors in the District.

Mr. Temporary Deputy Speaker, Sir, I was perturbed last Session when the hon. Assistant Minister for Transport and Communication answered a Question in this August House and informed wananchi in Tharaka and in Meru in general, that the road from Mitigu to <sup>Cinkariga</sup> ~~Shakariga~~, which is the divisional headquarters, would be graded before 30th of May this year, but up to this date, this has not been done. This was a Question by Private Notice which was asked on the 14th of April, 1987. I wonder why an hon. Minister of the Kenya Government has to come and mislead this August House that this road would be <sup>graded</sup> ~~done~~ between such-and-such a time. If The Minister gave a deadline when this would be done but up to this minute, nothing has been done. May I request the Ministry to do something about this road. This road is completely impassable.

AN HON. MEMBER: They are not ashamed!

MR. WAKIONDO: They are not ashamed. Mr. Temporary Deputy Speaker, may

I remind the Minister that there are some roads in my constituency which have never been attended to for about four years now, ~~and~~ <sup>these are</sup> ~~these~~ <sup>roads</sup> E790, C92, E788, E813 and E12. These roads have never been attended to and you cannot even drive a tractor on them due to potholes and galleys <sup>on them</sup> on ~~these roads~~. Mr. Temporary Deputy Speaker, road access is very important. There was a team that came ~~around~~ <sup>to</sup> in Meru District and ~~seconded~~ <sup>was</sup> in the various access roads in the divisions in the ~~District~~ <sup>to</sup>, but ~~this work~~ <sup>their operations have</sup> has not been allocated any money. I would like to request the Minister to allocate funds for the improvement of these access roads because they are very useful ~~and as~~ they render intensive service to wananchi living in the area.

Mr. Temporary Deputy Speaker, Sir, the construction of roads goes along with the construction of bridges. The Meru District Development Committee has recommended that the bridges <sup>Gatitini</sup> between Meru Town and Mikinduri on the road to ~~Gatitini~~ <sup>Gatitini</sup> be constructed. All these bridges were washed away by the rains and nothing has been done about them. Once they are repaired, they are washed away again because they only use timber to repair them. The bridges between Tunyai on Thingithu River, Kathita River, <sup>connecting Nkondi</sup> ~~Nathatu~~ <sup>Nathatu</sup> River on the road ~~to~~ <sup>connecting</sup> Mukothima, have been given to the Ministry but ~~the Ministry~~ <sup>it</sup> has never taken any action to repair them. May I again request the Minister to do something about the implementation of the Motions which were passed earlier on in this House, a point which was raised by hon. Abuya-Abuya and other hon. Members who have spoken before me.

Mr. Temporary Deputy Speaker, Sir, we passed a Motion in this House requesting the Government to extend the Nanyuki-Meru Railway-line to Embu and onto Sagana. This has now taken more than six years and we would like to be told by the Minister exactly what they are doing about this. We would like to know what ~~is~~ <sup>are</sup> the Ministry's future plans. At the moment, we have long trailers which are doing the <sup>transportation</sup> ~~transportation~~ work and ~~these trailers~~ <sup>road they</sup> have damaged the road <sup>between</sup> ~~from~~ Nanyuki and Meru.

Coming to the Kenya Posts and Telecommunication Corporation, may I remind the Minister that Tharaka area ~~is~~ completely in darkness. We have never

been given telephone services in this area, and the only telephone service we have is at the District Officer's office and therefore, between the office of the District Officer and the entire division, there is no telephone and there is no way in which you can communicate unless you go to a police post where you can get telephone service. As <sup>an hon.</sup> Member of Parliament, I do not have a telephone in my house and I have to go to the police station to ask for telephone. Mr. Temporary Deputy Speaker, Sir, I may I request the Minister to do something about this. I would like him to provide us with telephone services in <sup>Marimati</sup> ~~Marimati~~, <sup>Nkondi</sup> ~~Nkondi~~, Gatunga, Ngondi, Mukothima so that we can connect these areas with other telephone networks.

Mr. Temporary Deputy Speaker, Sir, I would now like to say something about the replacement of retired officers. At the moment, when officers working in the district road maintenance unit retire, there is no replacement. So, the work <sup>of</sup> ~~for~~ maintaining <sup>our</sup> roads is left just like that, without anybody taking it over. Would the Minister come up and tell us exactly what is happening. Who is supposed to replace officers who ~~at~~ retire in the districts or in the divisions? I am asking this because when these officers retire, there is no replacement, although their posts are established.

Mr. Temporary Deputy Speaker, in Meru we have set aside a plot for the construction of a vehicle inspection <sup>Centre</sup> ~~centre~~ so that we do not have the people from Meru going to Nyeri to have their vehicles inspected. We have very many vehicles and we would like to know when this inspection centre is going to be constructed. We would like to know which year and which date this is going to be done.

Mr. Temporary Deputy Speaker, may I request the Minister to construct an airstrip in my constituency because <sup>my</sup> ~~my~~ area is a sensitive area where bandits are striking now and then. So, we need to have enough security at hand <sup>So that</sup> when these bandits strike, <sup>we can</sup> ~~in order to~~ help our people in the area.

Mr. Temporary Deputy Speaker, Sir, when you look at the money allocated to districts, or provinces, you will find that this money is not shared equally. You will find that some of the districts are not given anything,

MR. WAKIONDO (Ctd.)

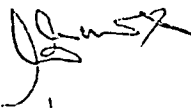
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while others are given a lot of money. We would like to know ~~what is~~ the criteria used by <sup>the</sup> Treasury when distributing this money. It is not the district development committee which distributes this money. The district development committee is there to apportion the money to the various projects. Therefore, may we be told exactly why some districts are getting more money than others, while these districts <sup>have</sup> ~~are~~ more development than those other districts which have lagged behind since the attainment of Independence and nothing is being done about them.

Mr. Temporary Deputy Speaker, Sir, there is a small point which I would like to make regarding minor roads. We have not been told ~~what is~~ the difference between the minor roads and access roads; nor have we been told who are responsible for maintaining <sup>them.</sup> ~~these roads.~~ These roads have been left aside and they have been washed away, and the bridges have collapsed and nobody is able to tell us who is responsible for the maintenance of these roads.

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

END L.



MR. GALGALLO: Ahsante sana Bw. Naibu Spika wa Muda kwa kunipa nafasi hii ili nami niseme machache juu ya Hoja hii inayohusu Wizara ya Uchukuzi na Mawasiliano. Jambo la kwanza ambalo ningependa kusema ni kulishukuru Shirika la Posta na Simu sana kwa kuweza kusambaza k simu na huduma nyingine za simu kote nchini na hasa kwa kuzipatia Marsabit na Moyale huduma ya simu ya moja kwa moja hivi majuzi. Hiyo sasa inatuwezesha kuwasiliana na Wanakenya wengine kwa njia rahisi.

Bw. Naibu Spika wa Muda, Halmashauri ya Bandari ya Kenya inafanya kazi nzuri kwa nchi yetu na hata kwa nchi <sup>nyingine</sup> zingine. Ingawa Bandari ya Mombasa <sup>iko</sup> mbali kutoka Moyale - zaidi ya kilometa 1,000 - bandari hii ni ya nchi nzima. Ningependa kumhimiza Waziri ahakikishe kwamba kila wilaya katika Kenya inawakilishwa kikazi katika Bandari ~~hiyo~~ ili bandari ~~hiyo~~ ionekane ni bandari ya Kenya. Sisemi kuna watu walionyimwa nafasi za kazi huko, lakini <sup>jiwe</sup> ilivyo ni kwamba ni vigumu sana kwa mtu wa kutoka katika Wilaya ya Marsabit kupata kazi huko. Labda mtu asafiri kutoka huko mpaka Mombasa kwenda kutafuta kazi ~~huko~~ ndipo apate kazi huko. Kwa hivyo, kwa jumla, watu wa kutoka pande hizo za kwetu hawapewi nafasi za kazi huko bandarini. Kwa vile mambo yote yanayohusu maendeleo yameenda wilayani, ingefaa kama kuna nafasi za kazi katika sehemu fulani, nafasi hizo zipelekwe katika kila wilaya ili wananchi kutoka k Kenya nzima waweze kupata nafasi za kazi. Jambo hili halilihusu Halmashauri <sup>ya</sup> Bandari ya Kenya peke yake, bali inayahusu mashirika yote mengine ya Serikali kama vile Shirika la Reli la Kenya na Shirika la Ndege la Kenya. Mashirika haya yapaswa yaonekane yakiwa yakionyesha picha ya Kenya nzima. Kwa hivyo nahimiza wananchi wote wa Kenya waweze kupata nafasi za kazi katika mashirika y haya. Kwa mfano, kama kuna nafasi 10,000 za kazi za wafanyikazi wa mikono, tungefurahia kama Marsabit ingepata angalau nafasi mbili.

MR. GALGALLO (ctd.):

Bw. Naibu Spika wa Muda, njia ya reli ni njia rahisi ya kusafiria na vile vile inasaidia kupunguza uharibifu unaoletwa na matumizi mabaya ya barabara zetu. Mhe. Mbunge mmoja aliongea hapa - nafikiri ni Bw. Muthura - akasema kwamba hapo awali, kulikuwa na mabehewa ya kubeba watu kutoka Nanyuki mpaka hapa Nairobi, lakini sasa yameondolewa. Hatujui ni kwa nini hii ilifanyika. Kama mabehewa haya yangerudishwa, magari ya matatu yangepunguza mwendo wao wa mbio. Nasema hiyi kwa sababu <sup>jambo</sup> ~~sababu~~ linayosababisha ajali nyingi barabarani kupitia kwa magari ya matatu na mabasi ni kwamba <sup>wasafiri</sup> ~~sababu~~ kuna ~~watu~~ wengi sana wanaongojea magari haya huko Nanyuki ili wasafiri mpaka Nyeri. Kwa hivyo magari haya <sup>kasi</sup> ~~kwa~~ kukimbia sana ili wenye magari haya wapate pesa za haraka haraka ili wavune za ~~kazi~~ kutosha na zaidi. Kwa hivyo, ningependa mabehewa hayo yarudishwe ili ~~ku~~weze kusafiri kwa urahisi. Nikisema 'urahisi' ninamaanisha kwamba nauli ya magari haya itakuwa ya chini na vile vile usalama utakuwako barabarani.

Bw. Naibu Spika wa Muda, siku moja, nilimsikia Bw. Shikuku akilalamika kwamba akina dada zetu wanaofanya kazi katika Shirika la Ndege la Kenya huwa na sura mbaya sana. Ningependa kumhakikishia Waziri kwamba Wilaya ya Marsabit inaweza kulipatia Shirika hili wasichana warembo sana kila mwaka. Kwa hivyo, ninaomba ~~sura~~ tupewe nafasi hiyo ili watu wasitoroke ~~Shirika~~ <sup>eti</sup> Shirika hili letu la ndege kwa sababu <sup>eti</sup> ~~watu~~ wanaofanya kazi huko ni wenye sura mbaya.

MR. SHIKUKU: Bw. Naibu Spika wa Muda, pengine hili si jambo la nidhamu kabisa kwa sababu tangu niliposema ~~na~~ maneno hayo wasichana wanaofanya kazi huko ni wazuri. Kasoro iliyoko ni kwamba hupaka midomo yao rangi na kuchoma nywele hata huwezi kujua kama ni Wamerika weusi au ni watu wa kutoka wapi, lakini ni <sup>wazuri</sup> ~~wazuri~~ kwa maumbile. Na ningependa kulishukuru Shirika hili kwa hayo.

MR. GALGALLO: Bw. Naibu Spika wa Muda, mimi ningependa kumhakikishia Waziri kwamba sisi tutampatia wasichana wenye urembo

MR. GALGALLO (ctd.):

wa kiasili; hatutaongeza nywele ya kuchoma na wala hatutaongeza rangi midomoni. Wataonekana wazuri bila haya mapambo. Kwa hivyo, ningependa kuomba kwamba watu wa Marsabit wapewe nafasi za kazi katika Shirika hili ili waweze kupata kazi na wapate furaha kwa kujua kwamba Shirika hili ni la Kenya nzima.

Sasa, Bw. Naibu Spika wa Muda, <sup>ningependa</sup> ningependa kuongea juu ya barabara. I am a victim of the road from Isiolo to Moyale. Nimeumia kweli kweli. Tukiangali umri wa waheshimiwa Wabunge wa Bunge hili, pengine mimi naweza kuwa katika kiwango kile cha kutoka tatu/cha mwisho au labda cha pili kutoka chini kwa umri. Lakini nasikitika kusema kwamba kwa sababu ya ubaya wa barabara hiyo, mimi huumwa na mgongo kila siku nisiweze kulala. Kwa hivyo, ningemwomba Waziri aiangalie barabara hiyo ya kutoka Isiolo mpaka Moyale ambayo ni nambari A2 na ni barabara ya kimataifa. Kusafiri katika barabara hiyo huwa ni taabu kwani barabara hiyo ni kama mabati; gari alikiipitia hulia 'kokororo' na kila chuma inaanguka. Barabara hii huwaumiza watu kweli kweli. Kwa hivyo, ningependa kumwomba Waziri asafiri katika barabara hiyo mwenyewe ili aone vile sisi watu wa Isiolo, Marsabit na Samburu huona kwa sababu barabara hiyo inatumwa na watu wa wilaya hizo tatu.

Mara ya mwisho Waziri anayehusika na barabara alipoisafiria barabara hiyo ni wakati ~~ama~~ ambapo hakukuwa na Wizara ya Uchukuzi na Mawasiliano; kulikuwa na Wizara ya Ujenzi. Nafikiri ilikuwa ni Bw. Munoko na kulikwa mwaka wa 1966. Tangu wakati huo, hakuna Waziri hata mmoja ~~wax~~ anayehusika na barabara aliyewahi kuja huko, hata kwa ndege, kuona shida tulizonazo. Kwa hivyo, ningependa kumwomba Bw. Magugu, ambaye alipitia Isiolo alipokuwa Waziri wa Afya, ateremke kidogo kutoka kwa lami ili aone kwamba katika sehemu hii nyingine hakuna lami. Nimesikia kuwa yeye ni Waziri wa vitendo kutoka kwa Bw. Kiliku. Natarajia siyo kwa sababu ya upepo uvumao huko Mombasa. Nataka aende hata Moyale ili apate joto huko. Mk

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MR. GALGALLO (ctd.)

Ningpenda hivyo vitendo vyake vifike Moyale ili wananchi wa huko nao pia waweze kufurahi. Naongea juu ya barabara nambari A2 kwa sababu hiyo ndiyo barabara kubwa sana huko kwetu.

END M.





MR. GALGALLO (CTD):

Na hakuna barabara nyingine ambayo Wizara inahifadhi inazidi kilometa mia moja katika mawakilisho ya Moyale. Urefu wa barabara kutoka Moyale hadi Dabel na ile itokayo Moyale hadi Godoma ni kilometa mia moja lakini ziko katika hali mbaya. Ninamuomba Waziri atusaidie kwa kutuongezea barabara zaidi. Ahsante Bw. Naibu Spika wa Muda.

(The Temporary Deputy Speaker, (Mr. Karauri) left the  
Chair)

(The Temporary Deputy Speaker, (Mr. Mutiso) took the  
Chair)

MR. GACHANJA: Thank you Mr. Temporary Deputy Speaker, Sir for giving me this chance to join my colleagues in saying something about this very important Vote.

As many of my colleagues echoed, this is a very important Ministry because all the travelling either by air, road and sea is under this particular Ministry. As regards the Kenya Airways, the Government is doing everything possible to change its management now in an attempt to make organisation a success. The Government can continue changing the management, but until such time that this airline starts seeing itself as any other airline - that is the time they start thinking in terms of competition - it is not going to succeed. I am saying this because I have received some complaints. I know that it is possible for you to go to an office of Kenya Airways and not be attended to for more than ten minutes whereas if you go to offices of other airlines like Lufthansa, you will receive a quick reception. I have a friend who tried to book a flight with Kenya Airways and he was informed through the computer that there was no seat. In the same airbus, there was another friend who reported later that the airbus was half-full. That was a big omission. I suggest that Kenya Airways management should definitely look at itself as a competitor. It should do what the other airlines do. We do not want this airline of ours to collapse.

MR. GACHANJA (contd.):

They must think of marketing. They must organise seminars to be able to have a marketing approach like any other airline. As long as they continue thinking that they have Government support, they are not going to succeed.

As far as the Kenya Railways is concerned, I, have no quarrel with this organisation. As much as I would like this organisation to do all the transportation, there is one thing which I would like to say. The complaint about the Kenya Railway, is the delay, and that is why the people are ready to pay as much money as possible to have their goods hauled by road because of the little delay that we have in the railway transport. If they can rectify this situation, there will be no quarrel and we will support it. Turning to road transport, not all the vehicles should be condemned. We have got the semi-articulated trailers which have three axles. I am sure, if they can carry the right tonnage they cannot spoil the roads.

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MR. GACHANJA (CTD.):

In any case, if we are going to ban transportation by road, we should ban all the vehicles owned by foreigners and protect African-owned transportation firms.

Mr. Temporary Deputy Speaker, Sir, as far as the Kenya Posts and Telecommunications Corporation is concerned, there is a lot of praise for them, and I join those who have praised them before me as I have no quarrel with the Corporation. However, there should be somebody to take care of all these telephone booths which they have installed all over the place because sometimes they break down. We have some broken down booths in Waithaka which have now taken more than one month without anybody attending to them. So, the Corporation should check that small omission.

I would like the Minister to pay attention to weigh bridges. When he comes to reply, I would like him to tell this House and the nation how much money the Government has collected through the weigh bridges by way of punishment to defaulters. I can bet that that money is negligible because by charging those who default in transporting a little bit more tonnage than allowed, the Ministry is encouraging corruption. All that a <sup>transporter</sup> transporter needs is to connive with the policemen at the weigh bridge, and his vehicles are going to be allowed to pass with as many as 60 tonnes <sup>excess</sup>. The alternative I would suggest here is that maybe the Government could put some charge on any extra tonnage hauled upcountry rather than to say, "If you exceed this tonnage, we are going to punish you in this and that way" because this would be open <sup>to</sup> corruption. We understand that the Minister pays surprise visits to various places, let him to go to our weigh bridges and see how many trucks are being delayed there unnecessarily, with some of them perhaps taking a whole day, because somebody somewhere is looking for a way of receiving some bribe. Instead of giving ourselves a chance of corruption, I suggest that the Government levy an additional fine on extra tonnage so that if you are allowed to transport 40 tonnes, and you have brought with you 45 tonnes, you are asked to pay for the extra tonnage rather than to be told that you will be taken to court.

Whereas the Minister should pay surprise visits in some cases, I do

MR. GACHANJA (CTD.):

not encourage him to pay such a visit to matatus or arrest their owners. I would rather have him go and see how the roads the matatus use are being constructed. We are going to pay huge sums of money, but the international contractors who are awarded these contracts misbehave. I am sure that there something wrong going on with them. If you take a road under construction, say from Nairobi to Thika, you will find that before it is even completed, you have ~~got~~ potholes in it. So, there must be something wrong somewhere. We have old roads like those used during the war, which stayed good for as many as 30 years. The new roads of today, however, are done and within a year, they need to be reconstructed. There must be something wrong somewhere. In any case, I would like the Government to come out with a clear-cut policy so that all road construction in the country is done by our indigenous contractors, and not foreigners who are going to take away all our money, and thereby steal our foreign exchange, <sup>and</sup> ~~whereas~~ they do not do a good job. Therefore, I recommend that all this work be done by our own contractors.

There was a very big omission which took place when Dagoretti was engulfed by Nairobi. As this House knows, Dagoretti used to be in Kiambu. In those days, some of our roads were tarmacked. However, since Dagoretti became a part of Nairobi, those roads do not even have murrum, leave alone tarmac. The tarmac that there was has been eroded. We plead every day that the roads be tarmacked, but nothing happens. So, I request the Minister for Transport and Communications to look for a way of making the roads in Dagoretti uniform with others. As you personally said, Mr. Temporary Deputy Speaker, Sir, the roads in some parts of the country are terribly impassable. It is a big shame that in Kawangware here, if there is a sick person in <sup>one</sup> ~~some~~ of its areas, he has to be carried on shoulders because no vehicle can go there.

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

MR. NYOIKE: Thank you, Mr. Temporary Deputy Speaker, Sir, for giving me this opportunity to join my colleagues in supporting this Vote. I would like to congratulate the Ministry for the work it has done. This is one of the

MR. NYOIKE (CTD.):

largest ~~m~~ Ministries we have and, obviously, the Minister enjoys a lot of power, being in charge of such an important Ministry which encompasses very important areas of our national life. On the whole, I am glad to say that it has done a very good job and that it should be congratulated.

When the Minister comes to reply to this <sup>Vote</sup>, I <sup>hope</sup> will he will take a minute or two to explain, for the education of <sup>non.</sup> Members, and the general information of the public, what the latest criterion is in deciding what roads are to be tarmacked and which ones are not to be tarmacked, when. I used to know that when it comes to the so-called Class "A" trunk roads and other major roads like Class "B" roads, and so on, national considerations are always important with regard to such matters as security, the ability of people to move from one part of the country to another, and so on. However, I am curious about the Classes "C" and "D" roads. I used to think that the criterion of using money on these roads was in terms of the returns obtained from those roads. When I look at the map of Kenya, I find that there are certain areas which are very productive and where investment in such roads would bring in quicker returns, thereby causing economic repercussions in the country that would help the development of these areas. I am always amazed when I <sup>look</sup> ~~look~~ at the roads in Nyandarua, for example, particularly in an area called Kinangop and another one called Kipipiri. These are the areas that feed Nairobi as they are very high potential, and yet when you look at the development of the roads there, you find that not enough has been done. I congratulate the Minister and the Government on the tarmacking of the road between Njambini and Magumu that is being done now, but I am sorry to say that this has taken much too long. However, we are grateful that this is now being done. I would like the Minister to explain why areas with very high potential land and where a lot of produce is being taken to the market - there are such high potential areas like Kitale, Litokitok and others - do not have their roads developed as is the case in some other areas which are equally parts of Kenya but where returns may not be as high. Accepting that we are all Kenyans, I think that

MR. NYOIKE (CTD.):

in terms of the utilisation of very scarce resources, the most important principle to be applied is the question of returns.

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MR. NYOIKE (ctd);

Mr. Temporary Deputy Speaker, Sir, I would like to plead with the Minister to direct his attention to Kinangop area, and Kipipiri area and other areas in Nyandarua where we need at least to murrum roads. Many of our roads are not passable. There are class "C" roads that have never seen murrum since their creation. We would like them to be murrumed so that our produce can reach the towns.

Mr. Temporary Deputy Speaker, Sir, while I am still thinking about that area by the way and while congratulating the Minister for the great work that is being done by the Kenya Posts and Telecommunications <sup>Corporation</sup> I would just like to mention in passing that we have some telephone equipment in our area that was made before the ~~F Great Flood~~ Flood. The equipment is really old. It is equipment that really does not serve the people as it should. I ~~hope~~ hope that the Minister will be able to deal with it very ~~quickly~~ quickly and be able to give us a telephone exchange that is modern. When other people are talking about STD we are talking about very old ~~equipment~~ equipment. You have to wait for this ~~equipment~~ equipment to make some funny noise and even if the operator was active and wanted to listen sometimes he cannot because this ~~equipment~~ equipment breaks down all the time. I hope that the Minister will do something about telephone equipment in our area.

Elsewhere in the country, Mr. Temporary Deputy Speaker, Sir, while I am still dealing with the question of telephones, so many telephone booths are not operational. One of the reasons, we are told, is that sometimes the money has not been collected; the coins fill in and when you go to insert your ~~coin~~ coin you cannot do so because the box is already full. I hope that the Kenya Posts Telecommunications Corporation will see to it that the money is collected on a daily basis. I would have thought that a commodity like money should not be left carelessly lying around for too long.

I, therefore, hope that we shall not fail to use the telephones simply because the money has not <sup>been</sup> collected from some of those booths. I concur with those who say that when something goes wrong with these booths the repair of those booths takes too long.

Mr. Temporary Deputy Speaker, Sir, I would like to mention this problem of workers who leave work at about 5.00 p.m. and do not get home until 8.00 p.m. or 9.00 p.m., particularly in Nairobi, Mombasa, Nakuru and Kisumu. We have a serious problem in many of our towns. I would like to request the Minister to see to it that more urgent and may be temporary measures are taken to alleviate this problem.

Mr. Temporary Deputy Speaker, Sir, there is a habit ~~of~~ among leaders and politicians of blaming matatus for all kinds of evils. But I think the greatest blessing this country ever got was the matatus. This is because if they are not there the whole transport system in the country will collapse. We have got into the habit ~~of~~ whereby anybody who stands to speak curses the matatu. When you are driving you say "Look at this matatu." But what we forget is that these services are over-extended. The numbers of people travelling by these matatus are numerous. You may talk of over-loading but you will find if a mother needs to go home and there is no other vehicle she would squeeze into a matatu. It does not matter to her what the owner of the matatu thinks. I think we need some temporary measures to try to solve this problem. It does not matter whether it is lorries or anything else that will be used to transport people on temporary basis.



Mr. Temporary Deputy Speaker, Sir, I am very grateful - and everybody in this country is grateful - to His Excellency ~~for~~ the President for introducing Government City Bus Service in Nairobi. But we agree that this is not enough. It will take the Government a very long time before we ~~can~~ can get money to buy all the buses that are needed. I, therefore, request the Minister to use any imagination, with the vehicles we already have, to see what can be done to help our people.

Matatus came about as a result of a r~~e~~ponse to a need that was there. The ~~late~~ late President Mzee Jomo Kenyatta said, "Allow them to ~~operate~~ operate and do not harass them." That has helped us a great deal. So, <sup>maybe</sup> something needs to be done. I see a lot of vehicles - lorries and so on - parked there. Maybe if something was done between 4.00 p.m. and 7.00 p.m. and these vehicles were allowed to transport people without much ado this could help our people. It is a shame; it is a national shame that so many manhours and ~~woman~~ womanhours have to be ~~spent~~ used by people who have left work and they do not get to their families until 8.00 p.m. or 9.00 p.m. By the time they get there they are already tired and in bad mood and this is not good for our families. I hope that the Minister will look into the direction of some temporary measures before we reach a position where the country can afford to have good buses for ~~every~~ everybody; something that can be done within the ~~own~~ resources of our country. The private sector of this country can do a great deal if they are given encouragement and direction by the Government. I think the area that we should move into now is particularly the area of transport to help our people to get to work and get where they are going on time without wasting so much time.

MR. NYOIKE (ctd);

There is a lot of energy wasted nationally; a lot of human resources and manhours that are wasted by these people who are leaving work at 5.00 p.m. and cannot get to their homes until very late.

Mr. Temporary Deputy Speaker, Sir, I would like to thank the Minister very much for what he has done. But there is a lot to be done. This Ministry of his is very, very large and it requires much more resources than it is getting now. It requires urgent and better use of the resources that they have been using up and till now.

Thank you, Mr. Temporary Deputy Speaker, Sir.

THE MINISTER FOR ENERGY AND REGIONAL ~~DEVELOPMENT~~

DEVELOPMENT (Mr. Biwott): Thank you very much, Mr. Temporary Deputy Speaker, Sir, for ~~giving~~ giving me this opportunity to contribute on the debate on the Estimates of the Ministry of Transport and Communications. First of all I think the greatest thanks should go to His Excellency the President because a lot of roads are ~~repaired~~ repaired and attended to because of his own visits. Every time the President ~~gives~~ visits a particular area there is some attention on the roads. This brings relief to the people who use those roads in those particular localities. I would also like to congratulate the Minister and his Ministry for the tremendous work they have done, considering the funds made available to them every year and also considering the pressure they are subjected to especially on the highways where is excessive over-loading and over-speeding and aggravation of potholes. They face excessive demands compared to their ability and their resources. We know that the question of roads is a touchy one; everybody wants a road to his own home. Everybody wants a road to his own district. But due to non-availability of funds these things cannot be ~~achieved~~ achieved. ~~The~~ Despite all these problems the Ministry has seen it fit to ensure

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everybody is attended to even if it means attending in the most demonstrative manner or even if it means repairing the roads because the President is going to pass there.

Mr. Temporary Deputy Speaker, Sir, everybody has talked about access roads and how bad the roads are in his own district. This is not peculiar to some particular places because everybody is indeed suffering. I have the same problem in my own district. I hope the hon. Minister who used to be very active when he was ~~Min~~ Minister for Health--- I would like to appeal to him to visit my district, together with his staff, so that he can see the road to Chesongoch which requires urgent attention and where the Ministry has spent thousands of ~~per~~ pounds without much relief. I know that that is not his problem but it is the nature of the land terrain and the weather conditions in that particular place.

Be that as it may, Mr. Temporary Deputy Speaker, Sir, I would like to urge my colleague to see to it that a lot of attention is paid to the roads. I am talking about repairs and maintenance. This is because ~~pr~~ potholes have been a major ~~cause~~ cause of accidents in this country. They have also been the cause of damage to our own vehicles. But I must congratulate him because there is now evidence that the roads are being repaired; even in the city here.

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## THE MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (ctd.):

There is a lot of evidence of roads being repaired, and this is very good because that is an assurance that those roads can be used much longer.

Mr. Temporary Deputy Speaker, Sir, I would also like to thank the Government, His Excellency the President and the Ministry for being innovative enough and introducing the toll stations along the roads. That has helped to at least earn some money for the repair of roads. Even though it was a bit strange in the beginning, it is now being taken for granted. It may, perhaps, be a good idea if the Minister could consider adding some more toll stations in areas where such services are not available so that the roads can be repaired by the people who damage them.

Sir, I would also like to add my voice to those who have spoken about rural access roads because we need rural access roads especially to the agricultural areas where the crops have to be collected and taken to the market. We also need rural access roads to open up new areas that have not been opened hitherto. At the same time, we would like to see some consideration being given to the maintenance of the existing rural access roads which are showing signs of deterioration. Also, Sir, the road safety appeals that the Ministry has mounted deserves some ~~very~~ congratulations, and I do not want to waste too much time on it.

Mr. Temporary Deputy Speaker, the greatest score in success by the Ministry of Transport and Communications has been achieved by the Kenya Posts and Telecommunications Corporation. Today, Kenya can count herself to be one of the leading countries in providing telephone communication facilities to ~~their~~ her nationals. I would like to urge the Minister to continue with such tempo and assist his staff as much as possible so that they can do even more. These days one would find a telephone installed in a market and people using it. This is very great because, at least, we can now work with greater efficiency. This has been as a result of the dedication of the officers who are involved in the provision of these facilities and also due to the high degree of expertise and

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THE MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (ctd.):

and knowledge of those who handle this work.

Mr. Temporary Deputy Speaker, Sir, no less congratulation is merited by the Kenya Ports Authority. The Kenya Ports Authority is, perhaps, the most important of all our communication network because it is the point of entry into Kenya and also the point of exit from Kenya. It is where a lot of money is earned, and it is where all our foreign exchange earning depends on. The Kenya Ports Authority is also ~~was~~ where ~~was~~ our communication to the rest of the world is <sup>felt</sup> ~~spelt~~ and seen; it is where our communication is judged as to whether it is efficient or otherwise. It is also an area where we <sup>interact</sup> ~~interact~~ with the hinterland and with the neighbouring countries which need that facility in order to earn foreign exchange and also in order to receive goods for their own development. I think it is easier to look at the mistakes and to forget the tremendous responsibilities that impinge on those who manage something. Management is a mammoth job which, in fact, requires a lot of support. Because the management of the Kenya Ports Authority has been able to improve and, at least, earn a little bit more than what they used to earn before, I think they deserve some ~~some~~ congratulations. However, there are a few things that require attention, some of which touch on my own Ministry.

Sir, the other day when I was at the Coast, I ventured to visit one of the installations which serve my Ministry's interest. I visited the Jetty and supply fuel into the country and also the water system which is crucial. I was ~~am~~ amazed to see that the whole thing is corroded and rotten and requires urgent attention. I hope that those hon. Members who have also seen it will support any attempts that are made in order to enable the Kenya Ports Authority to attend to those most urgent services which are required for the efficient operation of the Authority. Petty considerations should be ignored for the better appreciation of the whole complex as it is. When I say that petty considerations ~~should~~ should be ignored, I am not saying that they should be ignored because they do not matter; they should be taken into account in their relative forms. However, the consideration should be relegated to where it ~~is~~ actually belongs, so that we can look at

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## THE MINISTER FOR ENERGY AND REGIONAL DEVELOPMENT (ctd.):

the things that matter and that can stand tomorrow; we should look at the things that we can be proud of tomorrow when we look back.

Mr. Temporary Deputy Speaker, Sir, saying this, I am seeing an hon. Member of Parliament who, once upon a time, was a director of one of the Government corporations, and who looked forward and, through his own zeal, was able to construct Uchumi House when everybody was worried that that house might not stand and pay for itself. That building became the best investment ever because it was constructed in time; it was done for the good of this nation and it was done because it was right to do it. Today we can look forward to that one and say that we did a good thing. I think it is in that spirit that we should look at the functions of the Ministry of Transport and Communications.

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

MR. LUKINDO: Ahsante sana, Bw. Naibu Spika wa Muda, kwa kunipatia nafasi hii. Kwanza nataka kumpongeza Waziri wa Uchukuzi na Mawasiliano, pamoja na wafanyakazi wote wa ~~hizi~~ Wizara hiyo kwa jumla, kwa kazi ambayo wametokeleza na ambayo wanazidi kutekeleza.

Kusema kweli, mahitaji ya vifaa vya mawasiliano na barabara yamezidi. Hivyo ni kuonyesha kwamba Kenya imepiga hatua kimaendeleo. Lakini ajabu ni kwamba kila mara tunasikia habari ya kurekebisha kwa ~~barabara~~ barabara. Lami ikimalizika katika barabara fulani, ~~barabara~~ barabara hiyo inazidi kuwekwa viraka. Tangu tulipojinyakulia ~~Uchukuzi~~ Uhuru, kuna tarafa ambazo hazijapata barabara ya lami hata moja na huku ~~tunazidi kutekeleza~~ tunaendelea na kuweka barabara nyingine viraka. Tunafanya hivyo na huku kukiwa na tarafa nyingine ambazo ~~hizi~~ hazijaona barabara ya lami hata moja. Hata barabara ~~zinazopatikana~~ zinazopatikana ambazo hazina lami hazirekebishi ili magari yaweze kuzipitia.

Bw. Naibu Spika wa Muda, ingawa tunasimama hapa kupitisha pesa zituniwe kila mwaka, sina shaka kusema kwamba sehemu nyingine za nchi hii zimesahaulika. Kwa mfano, sehemu ya Taveta imesahaulika kabisa na jambo hilo limetunyima mambo

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MR. LUKINDO (ctd.):

mengi sana. Kwanza, hakuna Waziri anayeweza ~~kupitia~~ kudhubutu kwenda Taveta. Waziri akitaka kwenda Taita/Taveta hupitia Voi na Wundanyi na kukamilisha ziara yake. Barabara itokaye Mwatate hadi Taveta ilijengwa zamani sana wakati wa mkoloni, na ni barabara ya muhimu sana inayounganisha Kenya na Tanzania. Kusema kweli, barabara ~~kix~~ hiyo inafupisha usafirishaji wa bidhaa kutoka Bandari ya Mombasa ~~ka~~ kwenda Jamhuri ya Tanzania. Lakini kwa sababu barabara hiyo imeharibika kiasi cha kutosha, hata wenye <sup>magari</sup> ~~waziri~~ ya kubeba abiria wameogopa kabisa kupeleka magari yao huko yasiye yakaharibika. Watu wanaosafiri kwenda Taveta na kupitia Voi wakielekea Mombasa wanapata taabu kweli kweli, na ningemwomba Waziri anayehusika na jambo hili afikirie kuiweka lami barabara ya kutoka Mwatate hadi Taveta kwa vyovyote vile.

END.....

MR. LUKINDO (Contd.):

Ajabu ni kwamba katika Makisio ya Pesa ya Mwaka wa 1986/87, barabara hii ninayozungumza habari yake ilipewa KSh.6 milioni. Lakini ajabu ni kwamba mwaka huu zile KSh.6 milioni imetoweka, barabara haijafanyiwa chochote, na hatujui pesa hizi zimegeuzwa zikapolekwa upande gani. Ningemuomba Waziri akijibu aeleze kinaganaga pesa hizi zilikwenda wapi ili tuelewe.

Bw. Naibu Spika wa Muda, tangu mwaka wa 1983, ni Mawaziri wawili tu ambao wamewahi kuitembelea tarafa ya Taveta. Wengine ~~kawa~~ <sup>kawathubutu</sup> subutu kuenda huko kwa sababu magari yao yataharibika, na pengine wanafikiria kwa sababu hakuna hoteli kubwa kubwa za kulala. Nafikiri hiyo ndiyo sababu.

Bw. Naibu Spika wa Muda, tunapozungumza habari ya barabara, tunazungumza habari muhimu sana. Kwa hivyo, ningeiomba Wizara ya Uchukuzi na Mawasiliano ielekeze macho pande zote za Kenya, na hasa izikose kuelekeza macho yake huko Taveta; angaa hii <sup>ni</sup> barabara moja tu. Sisi hatutaki mbili. Tunataka barabara moja tu iwekwe lami ndiyo mawasiliano yawe ya kufana.

Bw. Naibu Spika wa Muda, nikigeukia upande wa reli, naishukuru sana. ~~Na~~ na naweza kumwona mkuu wa reli yuko hapa, ~~na~~ na nampongeza sana kwa kazi aliyotufanyia hasa katika Taveta. Tulikuwa na shida sana ya magari ya kubebea vyombo, bidhaa, mboga na kadhalika. Mboga na matunda yalikuwa yakioza ovyo ovyo huko Taveta. Lakini nilipomwuliza, akaongeza mabehewa. Sasa wananchi wote au wafanyabiashara wote wa Taita/Taveta wanafurahi sana kwa sababu mboga na matunda yao yanabebwa vizuri sana. Naishukuru sana <sup>Shirika La</sup> ~~Idara~~ ya Reli kwa upande huo. Lakini hata hivyo, ningeiomba <sup>Shirika La</sup> ~~Idara~~ ya Reli vile vile <sup>li</sup> iendelee kutusaidia kwa sababu wasafiri au abiria wanapata taabu sana. Barabara ya Taveta imeharibika kabisa vya kutosha. Watu wanapata taabu. Wanalala Taveta sokoni kwa sikutatu au nne hivi. Gari la abiria kutoka Voi mpaka Taveta husafiri mara mbili tu kwa wiki. Ningemuomba Waziri



MR. LUKINDO (Contd.):

<sup>atuongeze</sup>  
~~tuongeweze~~ gari hili liwe la kila siku ili lipunguze msongamano wa watu wanaosafiri kutoka Mwatate/Voi hadi Taveta.

Bw. Naibu Spika wa Muda, nafikiri jambo hili ni la kusikitisha sana kwa sababu tangu tupate Uhuru <sup>barabara katika</sup> wilaya nyingi zimewekwa lami ili hali nyingine bado hazijapata hata barabara moja ya lami, na zote ni za Kenya. Kwahivyo, tungependa usawa katika hizi pesa tunazozungumzia hapa. Tunataka usawa ikiwezekana kila mahali ili tuoje matunda ya Uhuru.

Bw. Naibu Spika wa Muda, kwa hayo machache naunga mkono.

THE TEMPORARY DEPUTY SPEAKER (Mr. Mutiso): It is now time for the Mover to reply.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Thank you, Sir. I will try to be brief because, as hon. Members will see and have noticed, all the points which have been raised, or the comments which have been made by the hon. Members have been taken note of by the officers concerned with various departments and sections of the Ministry. Therefore, I am not going to comment on each and every hon. Member's comments.

First of all, I want to correct the impression which was given by the Press yesterday, or the day before, when I was moving this Vote that Kenya Railways Corporation will be financed to the tune of U.S.\$28 million for the second railway line between Mombasa and Nairobi. That is not what I said. The correct version is that that money will be made available by the World Bank through the International Development Association (I.D.A.) to revitalise the Kenya Railways Corporation and not to add or to construct an additional railway line.

Sir, <sup>the</sup> hon. Member for Kitutu East, ~~I believe~~ hon. Abuya-Abuya, made a very serious allegation when he was contributing to the debate. He said that the Ministry was negotiating to give the contract or the

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Contd.):

job to <sup>Construct the road</sup> ~~do the work~~ between Kisii and Chemosit ~~to give that road works~~ to the second highest bidder. That is misleading and completely mistaken. If the hon. Members had taken time to look at the newspapers of last Friday, he could have seen that the job was already advertised, or it is going to be retendered. I had already conveyed that information to two of our colleagues who are hon. Members from that area. We are not negotiating and we are not doing anything else other than retendering for the job. We hope that ~~this~~ job is going to be awarded in the normal manner to the best qualified and the one who deserves the award. Therefore, we have also in mind that no inconvenience should be caused to the people living in that area. That is to say that we are making it within a very short time so that normal construction work will resume as soon as that stage is finalised.

Sir, if I talk a little bit about the role of the district development committees (D.D.C.) and the Ministry's part in that ~~role~~, hon. Members have always wanted to ask us to do new roads, or to do regravelling, or to do this ~~and that~~. I have said this before and I want to repeat it. We have very little, as a Ministry, to influence which road to be done first, second and third, or which road to be constructed in any one given district. I am sure that hon. Members are aware that that is the role of the D.D.C.'s, and we are all members of the D.D.C.'s. Therefore, what comes to us and what we put forward to the Treasury for money is what has been properly given priority by the respective D.D.C.'s, and we have no powers, whatsoever, to change those priorities. The money given to us by the Treasury will be allocated in accordance with that priority list.

Sir, I want to talk a little about the parastatals, and I want to re-assure this House that the Government has complete faith in the management of the parastatals as a whole, and in particular, parastatals falling within the Ministry of Transport and Communications.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Contd.):

namely, the Kenya Ports Authority, the Kenya Posts and Telecommunications Corporation, the Kenya Railways Corporation, and also the Kenya Airways Corporation. The Government has complete faith in the management and running of those parastatals. We are not losing money. If anything, we are making headway from the initial start in 1970. After the collapse of the East African Community up to this present time, those parastatals are doing very well.

End R.

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Ctd.):

Mr. Temporary Deputy Speaker, Sir, those parastatals are doing very well as compared with how they performed before the collapse of the community. If you take the Kenya Airways as an example, I have noted that some of the points which have been raised by hon. Members are very valid. I have experienced some of the things mentioned by hon. Members. I am aware, Sir, that you may wish to travel by Kenya Airways and on arrival at the checking point you get information that it is full or it is late and so on. We have already drawn these points to the attention of the Board. What we would like to do is to let the Corporations run as independently as possible with least interference from the Ministry. That is why we have Boards, the management and the other staff to run them. We are also busy doing other things in the Ministry and, therefore, we would wish that this continues that way.

The Kenya Airways is in good hands and we trust that the new Board and management will streamline some of these shortfalls. We continue to urge the Government to re-equip the Kenya Airways. I also agree with the contribution made by hon. Khasakhala to the effect that we should also address ourselves to the local needs of our people. I can assure the House that the Government is looking into this seriously and it is going to be implemented as soon as the money becomes available. It is an expensive exercise but I can assure the hon. Members that the Kenya Airways is doing very well compared with what we have been used to in the past.

They have a loan commitment which they meet at the rate of Shs.100 million every six months and they have not defaulted. This is in relation to the Airbus ~~es~~ and we hope we are going to satisfy our people for local purposes, that is, when travelling between Mombasa, Malindi, Kisumu, Eldoret and so on. I would assume that hon. Members are aware of the "Msafiri" which is ~~is~~ set aside by the Kenya Airways for use by our ourselves.

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd):

Mr. Temporary Deputy Speaker, Sir, I would like to address myself to the question of Motions passed in this House. I believe that it has been referred to by several speakers. <sup>On</sup> implementation of Motions, particularly relating to the Kenya Railways Corporation, I believe we have passed two Motions to that effect, that is, on Meru and Kericho Districts. It is true, we would like to implement these Motion\_s but, again, I have to refer the hon. Members to the question of whether we have money to do so. Feasibility studies will have to be done and justifications would also have to be arrived at.

When we passed a Motion in this House that we want to have a Kenya National Shipping Line, feasibility studies were done, <sup>evaluations</sup> ~~valuations~~ carried out and the Government agreed that this body be introduced. After all that, it was indeed in the interest of the country to have a National Shipping Line. As a result, the Kenya Ports Authority is going into a joint venture, on behalf of the Kenya Government, with a German company in the ratio of 70 per cent for Kenya and 30 per cent for the foreign company.

Hon. Kiliku raised a question as to whether we are going to own ships. I would like to say that this will be considered as a second phase because we have to try and see what it is like; we have not operated this Shipping Line before. Therefore, when it becomes <sup>economically</sup> justifiable, we shall do that. That is one of the reasons why we are very anxious to get this guarantee of loan approved by this House because most o\_f of the foreign ships are trying, as I said, to avoid the Mombasa Port because of the conditions of the at the Port. I believe that that particular item is due for discussion later on in the afternoon or next week.

The Ministry does not look at its performance on the basis of parochialism or districtism but in terms of their national importance. We have got different classifications of roads and we shall not be confused to be held responsible for roads which are actually the responsibility of the local authorities. In fact, hon. Members will agree with me that we went out of our own way, during the 4th All Africa Games, and re-surfaced the roads which

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd.):

they now see in the City of Nairobi. All these work was done by the Ministry of Transport and Communications and it cost <sup>our</sup> ~~us~~ Vote, close to if not slightly above Shs.30 million. That was because it was necessary to do so.

For that matter, Mr. Temporary Deputy Speaker, Sir, my colleague, the hon. Minister for Local Government and ourselves are hoping that the residents of Nairobi would agree to the introduction of toll stations. For roads to be maintained in Nairobi, there should be a way of raising that money because as hon. Members have said before, roads have to be maintained. The maintenance vote, for this particular time, has been cut by slightly more than half. That is why hon. Members will see, from time to time, our team in the field filling potholes with sand, murrum and with any other material simply because the maintenance fund is exhausted. Under such circumstances, Mr. Temporary Deputy Speaker, Sir, what do you do?

The Kenya Railways Corporation has a programme of revitalising itself through assistance of the Overseas Development Agency (O.D.A) from the United Kingdom and the World Bank. This programme will take three years or so. After that, we shall go for the second phase and it is during that time that we hope we shall get additional equipment. Right now, we are committed to acquiring and we have already finalised all formalities for acquisition of additional 10 locomotive <sup>engines</sup> power. I believe that with those locomotives, we shall be able to meet some of the challenges which are ~~ph~~ facing us.

END S  
C/S

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS ( Ctd. ):

Mr. Deputy Speaker, Sir, hon. Shikuku referred to the telephone system in the National Assembly here. I would like to say that this will be dealt with in the normal manner by the Speaker's Committee. I think this is the right thing to do instead of me having <sup>to say</sup> what should be done and - - -

MR. SHIKUKU: On a point of order, Mr. Temporary Deputy Speaker.

Is the Minister really in order to refer this matter to the Speaker's Committee when he is in charge of ~~the~~ communications, and this does not matter where?

I think he is misleading this House. In my contribution yesterday, I told him that he should start improving telephone services in this House because it is the ~~the~~ highest authority in the land. He is now saying that he has referred the matter to the Speaker's Committee, but for his information, I have <sup>been</sup> referring ~~the~~ this matter to the Committee for many years and nothing has been done. The telephone exchange in Parliament Buildings is the oldest in the Republic of Kenya. It was installed in 1964, when I was here, and it is the most useless instrument! Can he take up this responsibility ~~of~~ himself and forget about the Speaker's Committee because it cannot <sup>do</sup> anything?

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Temporary Deputy Speaker, Sir, it is most unusual for <sup>the</sup> hon. Member for Bure to disregard such an important Committee. However, I would like to assure him that I shall liaise with the Speaker's Committee and, I am sure, something will be ~~a~~ done about this.

Mr. Temporary Deputy Speaker, the point I was going to make is that the Kenya Posts and Telecommunication Corporation is doing well and we appreciate the comments from the hon. Members. As the hon. Member for Nyandarua said, we collect money from the telephone booths very regularly because we need that money and there is no time that we have failed to collect that money. The problem with rural telephone <sup>S</sup>, especially the telephone booths, is vandalism. There have been ~~xxx~~ cases of telephone booths being broken into and ~~the~~ once these booths are broken into, it is difficult to repair them. In any case, the

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (M Ctd.):

breaking into of these telephone booths has first to be reported to us before they can be repaired. This particular problem is also with us here in Nairobi, and in other big towns. However, I would like to say that it is also upon the hon. Members of this House to try and educate our people and to discourage them against this kind of vandalism. The Kenya Posts and Telecommunication's programme is to make every district and every police station accessible by telephone. In fact, by the turn of the century, we shall have practically all districts accessible by telephone. So, in the next Development Programme for the Kenya Posts and Telecommunications Corporation, we intend to have all the districts connected with the Subscriber's Trunk Dialing system (S.T.D.) but that will cost a lot of money but this money will be worth spending. I would like to assure the hon. Members that the money is being repaid by the Corporation, as would be expected of ~~them~~ <sup>it</sup>.

Mr. Temporary Deputy Speaker, Sir, may I refer to another point which was raised by the Vice-President and the Minister for Home Affairs and this is about the ~~xxx~~ construction of access roads to the Nyayo tea zones. This was an important point and we have said that we shall tackle ~~this~~ <sup>it</sup> point in conjunction with my colleague the Minister for Agriculture. This is because very soon now, we shall be picking that tea which will need to be taken to the factories or to the weighing centres. Therefore, this is a point which we shall consider.

N.D. With regard to the roads leading to the North/Eastern Province, I would like to say that fortunately, I have visited this whole area. In fact, I have practically visited every part of this country and when hon. Members are addressing ~~themselves~~ to me, they ~~xxx~~ should know that I am aware of about 75 per cent of what they are talking about in their areas. I have been to Moyale, Marsabit, Mandera, Garissa and so on, in fact, more than four times. What we are trying to do now is to look for money for the construction of roads and plans as well as designs for some of these ~~a~~ roads <sup>to the north</sup> are ready. ~~but~~ <sup>it</sup> has been difficult to find donors who would be willing to do fore-planning for the construction of <sup>these</sup> roads which we consider to be very important.



THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Ctd.):

Therefore, ~~the~~ <sup>these</sup> hon. Members from ~~the~~ <sup>the</sup> areas should rest assured that we have more or less now identified a possible donor. I am not saying that we have already agreed with the donor, but we have identified him and if we agree, that road will be given priority in our Development Plan. It is not that we do not understand the importance of this road. I do not know whether the ~~an~~ access road to Kilimambogo College has been done. I have been there two or three times and one of the things I ~~did~~ <sup>did</sup> was to ask a team to look at the construction of this road. So, at least I am aware of this.

Mr. Temporary Deputy Speaker, there was also a point raised <sup>on</sup> roads in Elgeyo Marakwet. I have made arrangements with the hon. Minister for Energy and REgional Development and we shall visit that area with my team and, perhaps, this will be an opportunity for us to look <sup>at</sup> some of the problems the Minister was referring to.

Mr. Temporary Deputy Speaker, Sir, I do not want to take much time, <sup>in</sup> but all I want to say is that be it Taita Taveta, Machakos, Kakamega, Central Province or anywhere else, we have competent teams in the fields. <sup>and</sup> I do not necessarily have to be at every spot, nor the Permanent Secretary, before work can be done. We rely on our field officers, be they in the Ministry or in the Corporations, to feed us with <sup>the necessary</sup> information. We expect them to liaise with the hon. Members of this House <sup>to</sup> ~~correct~~ and give ~~them~~ <sup>the correct</sup> information so that when any issue is raised here, ~~the~~ hon. Members have the correct information, as it is on the ground, and we should not question that information. In some cases, we have had wrong information passed on to us and we have had to counter-check it with hon. Members and found it necessary to refer it back to the field. We trust that the information supplied by the hon. Members of this House is always correct. We would like hon. Members therefore to help our officers in the field so that when it comes to presenting priority projects at the district development committees, where we are represented, our people such as district engineers are involved in

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THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Ctd.):

determining and selecting roads which should be given priority in development.

If this is done when these priorities are brought to Nairobi for transmission to <sup>the</sup> Treasury, there will be no question of saying that <sup>some</sup> these are not the right priorities <sup>or that</sup> just because they may happen to belong to less important areas.

END T.

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd.):

Mr. Temporary Deputy Speaker, Sir, I want to make one point about transportation <sup>of</sup> ~~for~~ our people in this City and ~~in~~ in other towns. His Excellency the President has done a lot of work in acquiring additional buses for City commuters. The long-term objective of the Government is to see that we come up with a long-lasting metropolitan system of commuting by our workers. It is going to cost ~~of~~ a lot of money and it cannot be achieved overnight. Studies and investigations are being done and I agree with hon. Members that the Kenya Bus Services Limited, matatu and private bus operators should be encouraged to ply their ~~to~~ routes easily especially during peak hours. This is already being done as earlier on, there used to be police checks during peak hours at around 7.30 a.m., and 8.00 a.m. This is no longer happening because we do not ~~want~~ want to inconvenience our own people. This is now being done at the convenience of ~~it~~ both parties.

Mr. Temporary Deputy Speaker, Sir, I do not want to take any more time. I only want to say --

MR. SHIKUKU: On a point of order, Mr. Temporary Deputy Speaker, Sir. I am wondering whether, before the Minister concludes his speech, he could refer to the point referred to by His Excellency the Vice-President and Minister for Home Affairs on the question of roads peeling off. He ~~wax~~ was wondering whether there are people who are supposed to sign that the roads have been done properly before certificates of completion <sup>are</sup> ~~have~~ been issued, since roads peel off after a short ~~a~~ time of their completion.

## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Temporary Deputy Speaker, Sir, I will reply to that by saying that when each stage of the road being built is completed, the contractor is ~~ge~~ given a certificate for the so many kilometers

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (ctd.):

competed. That certificate is certified by a resident engineer who is directly responsible to the Chief Engineer (Roads) ~~and~~ who is directly responsible to the Permanent Secretary. I did not agree with what the Vice-President and Minister for Home Affairs said, though I did not want to say it. Those kinds of contractors do not continue to get jobs within the Ministry; they do not. I can assure this House that any certificate given dubiously is never passed. When roads are being designed, sometimes you find that a road has been designed for only for 40 or 50 cars per day - light traffic. When the ~~xxx~~ road becomes smoother by resurfacing or by tarmacking it with very light material because of the specification, and since when we build a road we do not say that certain kinds of vehicles should not pass through that road, then there comes a problem because since the road was not designed for that kind of heavy load, the road gets spoilt. That is what happens, and I would like hon. Shikuku and the hon. Vice-President and Minister for Home Affairs to know that.

If we had the money, we could design roads which would last for 50 years. Today, we are not designing that kind of roads, we cannot afford it in our budget. I beg to ~~move~~ move.

MR. KILIKU: On a point of order, Mr. Temporary Deputy Speaker, Sir. I ~~want~~ want the Minister to put the record right. He said that the Kenya Bus Services Limited, matatu operators and private bus operators should be encouraged to operate in towns, but he knows very well that private bus operators are not allowed, by law, to operate in town<sup>s</sup> because of the monopoly of the Kenya Bus Services Limited. There was a Motion passed in this House which has not <sup>sought to</sup> been implemented, which <sup>allowed</sup> private bus operators to operate in towns in ~~the~~ view of the demand for such buses. Would he now clarify that point?

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

I thought the hon. Member was going to say that that point was also raised by His Excellency the President one time when he addressed the nation from the Jomo Kenyatta International Airport. I think this is an issue to be dealt with by the Ministry of Local Government.

(Question put and agreed to)

/The Temporary Deputy Speaker (Mr. Mutiso) left the Chair/

IN THE COMMITTEE

/Mr. Deputy Speaker took the Chair/

Vote 14 - Ministry of Transport and Communications

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):

Mr. Chairman, Sir, I beg to move:-

THAT, a sum not exceeding K244,545,510 be issued from the Consolidated Fund to complete the sum necessary to meet expenditure during the year ending 30th June, 1988, in respect of:-

Vote 14 - Ministry of Transport and Communications.

RECURRENT ESTIMATES

Sub-vote 140

(Heads 440, 441, 442 and 443 agreed to)

(Sub-vote 140 agreed to)

Sub-vote 141

(Heads 445, 446, 447, 448, 449, 451, 452 and 454 agreed to)

Sub-vote 143

(Heads 466, 467 and 468 agreed to)

(Sub-vote 143 agreed to)

Sub-vote 145

(Heads 110, 460, 461, 462, 463, 464, 471, 473, 474, 616, 617, 618, 619, 620, 730 and 740 agreed to)

(Sub-vote 145 agreed to)

Sub-vote 148

(Head 475 agreed to)

(Sub-vote 148 agreed to)

(Vote R. 14 agreed to)

(Question put and agreed to)

END U

## DEVELOPMENT ESTIMATES

(Heads 441, 442, 443 and 470 agreed to)

(Sub-Vote 140 agreed to)

Sub-Vote 141 - Roads

(Heads 445, 446, 449 and 454 agreed to)

Head 465 - Miscellaneous (R.A.R.P. and G.C.B.)

MR. ANGATIA: Mr. Chairman, Sir, you have introduced a very new style and passed a sub-vote without our knowing it. However, let me refer to Sub-Vote 141.

MR. CHAIRMAN: On what page is it?

MR. ANGATIA: On page 307. I refer to Head 465, Items 432, 444 and 446, and I want to compare these items. Item 432 is on the Minor Roads Improvement Programme. Apart from mere numbering, what is the difference between Item 432 and Item 444? I think there are different sums of money voted on the different items although they are under the same Head.

I do not know whether I should ask two questions on the same issue.

MR. CHAIRMAN: No, let us deal with that question first. There is enough time to ask the second one.

MR. ANGATIA: So, do I ask one question at a time?

MR. CHAIRMAN: Yes, so that we do not get them crossing each other.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Mr. Chairman, Sir, I am informed that Item 436 is—

MR. CHAIRMAN: No, it is Item 432. The question is on Items 432, 444 and 446 all of which talk about the Minor Road Improvement Programme.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Mr. Chairman, Sir, Item 432 refers to the money controlled from the Headquarters. Then there is Item 444 which will be elaborate in Section III of the summary. As I said Item 432 refers to the Headquarters. Item 444 is a summary of funds for districts. This appears on page 333.

MR. ANGATIA: Mr. Chairman, Sir, the lighting here is giving me a bit of a problem, and I cannot see the page the Minister is referring to.

MR. CHAIRMAN: If you refer to page 333, you will find Item 141 there, but it actually begins on an earlier page. It begins on page 327.

MR. ANGATIA: Mr. Chairman, Sir, do I understand <sup>it</sup> that when I have gone through these districts, I will come to the total that is shown under Item 444? I have not had time to go through them, but that is what I understand. If that is what is supposed to be understood, why is the Minister spending so much money on Item 432, the Headquarters? What is ~~happ~~ happening at the Headquarters? This is the Minor Roads Improvement Programme, and one might expect that all this money will be spent in districts. Why does <sup>this Head</sup> ~~it~~ have as much money as the Headquarters, Item 432?

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Mr. Chairman, Sir, I do not want to go into the details of why there is so much ~~x~~ under Item 432, because this must have been arrived at after some consideration. I am going to elaborate on ~~Item~~ 444. The breakdown of this item is there. If you look at every district on Section III of this Development Estimates, you will see this breakdown on pages 314 and 315. This is the breakdown of the figure with regard to which the hon. Member raised a question under Item 444.

MR. ANGATIA: Mr. Chairman, Sir, I accepted that. I was just asking what ~~the~~ items will take the money that is voted for under the Headquarters - a sum of £2,455,000. I want to know some of these items, and not everything. What are the items under which this money is going to be spent. This Minor Roads Improvement Programme is for the improvement of roads in rural areas. On what is it going to be spent at the Headquarters?

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): Mr. Chairman, Sir, we have public equipment, for example, the design of roads and Recurrent Expenditure.

MR. ANGATIA: Mr. Chairman, Sir, we have the normal engineers, administrators, office and equipment that have been used to maintain roads in the country. They are still there, but they are voted for under other items. So Minor Roads Improvement Programme funds ought to be in districts.

When we go to the next page, 308, I see that the Rural Access Roads Programme appears here many times under Item 446. We were told that the Minor Roads Improvement Programme was to replace the Rural Access Roads Programme.

MR. ANGATIA (CTD.):

If we are voting some more money under the Rural Access Roads Programme, are we now running both the programmes? Should we understand it that way? We have said here ~~times~~ many times that we prefer the Rural Access Roads Programme, and the Minister has always insisted that he wants to replace it with the Minor Roads Improvement Programme. Here, he ~~asks~~ asks for money for both programmes. Are we going to run both of them concurrently, or is one going to replace the other? If the latter is the case, why are we voting this money for the Rural Access Roads Programme?

END V



## THE MINISTER FOR TRANSPORT AND COMMUNICATIONS

(Mr. Magugu): Mr. Chairman, Sir, some of the money reflected here, as I said earlier, is for ~~equipment~~ equipment for which we had to pay sales tax and duty. That is why the figure appears to be higher. With regard to the second part of the question, I must say that we do not want to leave the projects half-way done. Therefore, we have ~~xxxxxxxxxxxx~~ to have a sensible conclusion of ~~programmes~~ the programmes we are carrying out and therefore hence the amount of money requested. Subject to availability of ~~the~~ funds we shall then start new projects as earlier on requested by hon. Members.

MR. ANGATIA: Mr. Chairman, Sir, can the Minister tell me the page where the details for this Rural Access Roads Programme money are shown so that I can see whether he is not duplicating ~~some~~ minor roads improvement programme in the same areas or even the same project, possibly, with the Rural Access Roads Programme? There is a danger of voting money ~~times~~ twice for the same project. Let him show me the pages where this is broken down.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu):  
It is on page 330.

(Head 465 agreed to)

(Sub-Vote 141 agreed to)

(Head 450 agreed to)

(Sub-Vote 142 agreed to)

(Heads 466, 467 and 468 agreed to)

(Sub-Vote 143 agreed to)

(Head 457 agreed to)

(Sub-Vote 144 agreed to)

(Heads 460, 461, 462, 463, 464, 471, 473 and 477 agreed to)

(Sub-Vote 145 agreed to)

(Heads 472 and 476 agreed to)

(Sub-Vote 147 agreed to)

(Head 475 agreed to)

(Sub-Vote 148 agreed to)

(Vote D.14 agreed to)

(Question put and agreed to)

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS(Mr. Magugu):

Mr. Chairman, Sir, I beg to move that the Committee of Supply do report to the House its consideration of Vote 14, Ministry of Transport and Communications, and its approval thereof without amendments.

(Question put and agreed to)

(Resolution to be reported without amendment)

(The House resumed)

The Temporary Deputy Speaker(Mr. Mutiso) in the Chair

#### REPORT

Vote 14 - Ministry of Transport and Communications.

MR. arap NG'ENY: Mr. Temporary Deputy Speaker, Sir, I beg to report that the Committee of Supply has considered Vote 14 - Ministry of Transport and Communications and approved the same without amendments.

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS(Mr. Magugu):

Mr. Temporary Deputy Speaker, Sir, I beg to move that the House doth agree with the Committee in the said Resolution.

THE ASSISTANT MINISTER, OFFICE OF THE PRESIDENT(Mr. Onyancha) seconded.

(Question proposed)

(Question put and agreed to)

## MOTION

THAT, this House resolves not to grant approval to the proposed Government guarantee of a loan to the Kenya Ports Authority as contained in Sessional Paper No.7 of 1987 laid on the Table on Jly 14, 1987.

(Mr. Shikuku on 29.7.87)

(Resumption of Debate interrupted on 29.7.87)

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, before I move this Motion I want to make two or three observations. One, I would like to inform the House, and the Ministry, that whatever I am going to say ~~is~~ here is in the interest of this nation, and being one of the custodians of the people's money in this Republic, it is my duty to do what I am going to do.

First of all I would like to make it very clear to the Ministry, and the Minister himself in this House, that I am not moving this Motion with any sinister motive at all. To prove this I spent my own money to travel from Butere to Nairobi and from Nairobi to Mombasa, to see for myself what is being required that we guarantee. Here I have got my air return ticket from Nairobi to Mombasa and Mombasa to Nairobi and I will lay it on the Table. I spent my own money to go and see what the Minister wants us to approve or guarantee. When I went to Mombasa I started inspecting berth Nos. 11, 12, 13, 14 and ~~went~~ moved farther to berths Nos. 16, 17 and 18. What I saw is that berths 16, 17 and 18 had been modernised. The floor was made hard enough for the containers and those big ~~cranes~~ cranes which off-load and load the containers. But berths 11 to 14, for which the Minister is asking this House to approve a loan to the tune of KShs.93 million, are in horrible conditions.

I do not have to go into the niceties and so on. But I am going to use the ordinary man's description of what I saw.

These berths are sort of parking bays for the ships. Since there is ~~concrete~~ concrete on your left and water on your right normally they have some huge boards and some rubbers which act as shock absorbers. These are placed between the concrete and the ship which is berthed. They prevent the ship from knocking against the concrete and damaging itself. But to my surprise, right from berth 11 to 18 everything had gone rotten. There was hard steel which the ships knocked against when they berthed. This damages the ships. I am sure that Kenya Ports Authority must have received complaints from ship owners because the sides of their ships must have been damaged. I then realised that there is a need for a Motion like this one. But then why do I move this Motion urging the House not to approve this guarantee of loan to the Kenya Ports Authority? It is because I am conscious of the fact that we have a law in this country which is known as The Guarantee Loans Act, Cap.461 of laws of Kenya.

END.W..

J.K.

MR. SHIKUKU (ctd.):

If you look at Section 5(ii), it says:-

"Before giving any guarantee under Section 3, the Minister shall prepare and lay before the National Assembly a Sessional Paper specifying the covenant, the due performance of which is to be guaranteed and where the covenant is for repayment of a loan, the amount of the loan, the terms and conditions as to the interest and repayment in respect of the loan, the Government total contingent liability under guarantee given under this Act and any further information which the Minister considers relevant".

Mr. Temporary Deputy Speaker, Sir, what was laid on the Table of this House on the ~~xxxx~~ said date I have read in the Motion, Section 3 of that guarantee says:-

"A loan has been secured from the European Investment Bank for financing repair, rehabilitation and new construction of berths 11 to 14 - Shimanzi Old Terminal, Kipevu Terminal - in the Port of Mombasa, as more particularly described in appendis attached hereto".

To show how some of our brothers can be careless in performing their duties as required by law, the Minister was supposed to lay a complete paper on this Table but he did not do so. He refers to an appendix which was supposed to be attached to whatever he laid on the Table, but there was no appendix. I got this document from the Library and I thought that after having been laid on this Table, the appendix disappeared. Well, the Librarian told me that this is all she had of the Paper laid on the ~~Table~~ Table. I went further to the Clerk's Chambers and checked because when you lay any paper here, it is filed in the file ~~for~~ for Papers Laid on the Table. I found exactly what the Librarian had. In other words, ~~that's~~ what I am saying is that when the Minister laid the Sessional Paper, he forgot to lay the appendix. That is a terrible mistake, and we should not accept such serious mistakes like this on a Paper which is supposed to be a legal document if not challenged within seven days after it has been laid on the Table.

Mr. Temporary Deputy Speaker, Sir, Section 5(ii), where I come in, says:-

"Where a Sessional Paper has been ~~x~~ laid before the National Assembly in pursuance of ~~this~~ this Section, the proposed guarantee to which the Paper relates shall be deemed to have been approved by the National Assembly.

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MR. SHIKUKU (ctd.):

unless, within seven days on which the Assembly next sits after the Paper has been laid before the National Assembly, a Member of the National Assembly gives his notice of his intention to move a Motion that the proposed guarantee be not approved or that it be referred to a Select Committee of the Assembly".

It is under that provision that I stand here, and that is why I moved this Motion, to give reasons why I should oppose the guarantee of this loan. First of all, why do I oppose the guarantee of this loan? I oppose the guarantee of this loan because of the reasons I shall be giving as I go on.

Mr. Temporary Deputy Speaker, Sir, as stated in the Sessional Paper laid on this Table, Section 9 says:-

"The current contingent liability of the Government in respect of guarantees under Section 3 of the Guarantees Loan Act, Cap.461, amounts to K£499,550,653".

Therefore, if we approve this loan, the current contingent liability of the Government of Kenya will go up to K£501,200,653. I was just wondering why we should go deeper into debts, and then it occurred to me to remember the English saying that once beaten, twice shy. The hon. Members who were in this House at the time the Sessional Paper was laid on the Table must be blamed because they did not do their job. Unfortunately, I was not here. Once a Minister lays a Paper on the Table, it is upon the Members of Parliament, particularly the Back-benchers, to find out what has been laid on the Table and ~~we~~ challenge it or support it. I now challenge this Sessional Paper because, as I shall enumerate, we have had a few Sessional Papers laid on the Table and not challenged, resulting into serious financial blows to the Government.

Mr. Temporary Deputy Speaker, Sir, Ken-Ren was established under ~~a~~ No. 7 of 1975 Sessional Paper/which was laid on the Table. Sir, you know where I was at that time.

AN HON. MEMBER: Where were you?

MR. SHIKUKU: I was in detention.

8.10.87.

AN HON. MEMBER: Why?

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, this Sessional Paper was not challenged by anybody at that time. And do you know what happened? A sum of K£382 million was guaranteed, and we all know what happened to Ken-Ren. All that money has gone to the drain. Another Sessional Paper was laid on this Table in connexion with the Kisumu Molasses Complex in 1978, and a sum of K£440,440 was lost. Nobody ~~challenged~~ challenged that Sessional Paper and we all ~~know~~ know what happened. Another Sessional Paper was laid on the Table of this House in respect of the Kenya Fibre Corporation in 1978, and we all know what happened to the K£7,938,000; it all went down the drain.

MR. ABUYA-ABUYA: On a point of order, Mr. Temporary Deputy Speaker, Sir. The hon. Member assumes that we know what ~~it~~ happened. Could he enlighten the House ~~on~~ as to what happened so that he does not leave us hanging in the air?

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, I thought that everybody knew what happened to Ken-Ren.

Mr. Temporary Deputy Speaker, Sir, I am finding it very difficult to balance all these ~~me~~ documents I have in my hands. In the past we used to speak from the Table because it is very difficult ~~it~~ for one to hold all these documents. I have to go to the Table.

AN HON. MEMBER: You had better walk there!

(Hon. Shikuku moved to the Table of the House)

END..... X.

MR. SHIKUKU (Contd.):

Sir, I thought that hon. Members know because this has been in the Public Accounts Committee Report many times. So, I thought it is common knowledge. For instance, Ken Ren, Kisumu Molasses, Kenya Furfural Company, KSh.55,844,000/--, Kenya Fibre Corporation, KSh.7,938,000/-. Kenya Furfural Company's Sessional Paper was laid on the Table, as I said earlier, on 13th September, 1977. It was a loan guarantee for Kenya Furfural Company. No hon. Member challenged it. You can see what happened. The amount of the loan is already stated. In January, 1983, it was put under receivership. In 1986, the second Sessional Paper No.5, which I have also moved a Motion to stop the payment of this money was laid on the Table. It is among those which have to be paid because we guaranteed it. All this comes from the taxpayer's money.

Sessional

Then, Sir, there is another Paper which was laid on the Table again. This is about Halalal Meat Company.

THE TEMPORARY DEPUTY SPEAKER (Mr. Mutiso): Order, Shikuku! For clarification, does it mean that all these guarantees of the various companies you have just read out all were placed under receivership, or it is only one company?

MR. SHIKUKU: All the ones I am giving are the ones where we have completely lost money. I am only giving an example. There are many other "Halalals". So, I said this time, let me look around. Why should we give this guarantee? I think time has come when our Constitution, or whatever law, should be amended so that whenever Government guarantees any loan, we become a part of it. A Select Committee of this House must be involved in the negotiations, and also making sure that we are committing ourselves to something that is viable, and not to something that is going to "eat" the taxpayer's money. We have always given a "blank cheque", and this is what we are now getting. Time has come when we must change the system.



MR. SHIKUKU (Contd.):

Sir, I went ahead and said, all right. These people want the money. Are they able to pay it without getting the loan? I went and picked up on the Kenya Ports Authority. These are not hon. Shikuku's books. "Kenya Ports Authority - Annual Report and Accounts for the period 1st January to 31st December, 1985". This is just to give you a rough idea.

Here, Sir, on page 10, you will find revenue, including the net revenue receipts for the year 1985 is KSh.1,352.9 million. Then working expenses less debt services shows KSh.1,000.6 million. Then the interesting part comes. After doing all that, net earning of the Kenya Ports Authority was KSh.352.3 million. Then debt <sup>servicing</sup> charges were KSh.122.5 million. Other charges came to KSh.13.8 million. Now, balance surplus - even if you do not know accounting - KSh.216 million! Why do you want to borrow only KSh.93 million? You have a balance surplus of KSh.216 million! We could even make it without a loan because on this paper the Minister says, or the Guarantee loan Phase V, the total cost of the project is 12.2 million (iKUS) - whatever that means - but it is put between brackets (equivalent to KSh.188.9 million). Now, even if you do not know mathematics, Sir, if you have a balance surplus of KSh.216 million, and the whole project costs KSh.188.9 million, if you subtract that from KSh.216 million, you still have a surplus balance of some million shillings! Now, why do you borrow?

(applause)

Not only ~~that~~. They <sup>talk about</sup> ~~say here~~ "investments" <sup>here</sup>. This body is not broke. They generate money and they feel that it should not be kept in the banks, but it should be invested in other areas. "Investments" is KSh.544.4 million. Whom do they give this money to? You will get M/S Thabiti Company, Transnational Bank, Estate Building Society,

MR. SHIKUKU (Contd.):

Pan Africa Bank, Pioneer Building Society and so on. Even some of those who have died, they are still given the money. Then one wonders. How do you want to borrow when you can lend? Even some of the money is "eaten" by some funny banks which drop by the wayside.

Now, Sir, they show here the accounts, and I have <sup>given</sup> hon. Members this copy. They show the interest and the date you were given the loan. These are short-term balances. For the information of the hon. Members, in this paper I have laid on the Table, they have all matured. The latest matured on 21st July, 1987, and the rest matured in 1986, to the tune of KSh.159,072,955-75. The money was returned and they can re-invest it again. Why do we want this money?

Sir, again, I went further, and got hold of a book called "The Kenya Ports Authority - Approved, Revised, 1986/87 - Operating Revenue and Expenditure Budget". When the Minister was moving the Vote the other day, he said that these things will require this loan for repairs and modernising facilities which I physically went and saw. My witness is an Assistant Minister for Environment and Natural Resources, hon. Shariff Nassir, and hon. Dr. Chibule, with whom we travelled. The way I travelled there might be very interesting, and we should not have very serious debate here. We should entertain ourselves a bit. The way I went there, nobody could make it out because I had a big kanzu, and the Moslem kofia. I put it on, rather too close to my face. No one knew who I was. So, I went on moving like an ordinary, innocent Mswahili as "Sheikh Martin", from Berth 11 to 13, and nobody knew me.

End Y.

MR. SHIKUKU (ctd):

Mr. Temporary Deputy Speaker, Sir, after I finished my homework, I met hon. Nassir and hon. Dr. Chibule in the V.I.P. lounge. On my way back to Nairobi, it took hon. Nassir three minutes to find out who the other guy who was sitting there was. He looked and looked and he was wondering: "Which Sheikh is this?" The only thing I did not have is the black cloth the Sheikhs tie on their heads; otherwise I should have been complete. He came nearer, had a close look and said: "Oh God! Wewe ni mhe. Shikuku?" I greeted him: "Taib Taib, Salaam Aleikum" na kadhalika. Those are the witnesses who say me. I did that at my own cost because I wanted to carry out research and get the truth for the wananchi of this country.

I am not opposing this thing. What I am opposing is that there is no need to into any further debt thereby mortgaging my children; the children of every hon. Member in this House and the children all Kenyans here, into debt. We should only borrow when it is completely necessary. From these facts - and I am going to further to give you descriptions - you find that there is no need for us to borrow at all and thereby, save our children. This is because borrowing £504 million is a lot of money. Hon. Members in this House and I, would be failing miserably and hopelessly in performing their duty of safeguarding the tax-payer's interest in this country. That is what we are elected for. We are elected here to safeguard the interests of those who elected us into ~~this~~ this House. I am only doing my duty which I am supposed to do as by law established and which I swore to do.

Mr. Temporary Deputy Speaker, Sir, I would like to go further by saying that in this Budget, every year, they have what we call depreciation. I am not an accountant, but those who studied accounts can understand. Every year there is depreciation and there is a certain amount set aside to repair these things. The Minister himself said - and it can be checked ~~x~~ from the HANSARD - that since 1952, these repairs have never taken place and these berths are in horrible conditions. I agree with the Minister because I saw them. I am sure that the Kenya Ports Authority must be paying for some damages to the ship owners

who have had their ships badly scratched by those terrible, rotten ---

(Mr. Shikuku looked at the Civil Servants Bench)

THE MINISTER FOR TRANSPORT AND COMMUNICATIONS (Mr. Magugu): On a point of order, Mr. Temporary Deputy Speaker, Sir. Can the hon. Member address himself to the Chair instead of addressing himself to the Civil Servants Bench over there?

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, you can look in any direction and I would like the hon. Minister to tell me under what Standing Order it is stated that when you are speaking, you must look at the Speaker and not elsewhere. I think time has come, when some of my hon. friends in this House should respect me. I am very versed with Parliamentary Procedures and Standing Orders. They should, therefore, respect me and give me that due. Even I was respected the other day for my services in the Commonwealth Parliamentary Association and I came back with a silver medal.

(Applause)

I was given a silver medal in recognition of my service to the Commonwealth Parliamentary Association. They recognised me but here I am only pushed aside because they do not like my guts but they have to live with me. I know them and I know more than they do. Sir, I am addressing the Chair and I can look anywhere I want. I can even look at this and that way and I am free to do so. I am more senior to all these hon. Members seated here; none of them has been elected into this House continuously without losing in the elections. I can teach them that.

The other point I would like to say is that when you look at this book I am holding - - -

THE MINISTER FOR RESEARCH, SCIENCE AND TECHNOLOGY (Mr. Ayah): Is there anything more boring than this?

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, I can hear the new Minister for Research, Science and Technology asking: Is there anything more boring than this? If there is any boring person, it is that new Minister called Mr. Ndolo Ayah.

(Laughter)

AN HON. MEMBER: Ignore him.

MR. SHIKUKU: Yes, I will ignore him. Thank you. Mr. Temporary Deputy Speaker, Sir, depreciation is k ther\_e and it is always provided for. Even this building we have here, we have to repaint it, put new carpets and so on. All these expenses are normally provided for. Now, Sir, I would like to draw your attention to page 35 of the Approved Revised Operating Revenue and Expenditure Budgets 1986/87. It says that depreciation provided for for 1986/87 is £4,709,650. This is for this year. Since 1952, as the hon. Minister said, it has always been there. Why did they not repair the berths; why did they not repair these things when they were breaking? Why did they not service these things until the expenses accumulated to £93 million? What happens to that money which is always provided? I know that they will tell me: "We put this money into a saving and that is why we have that surplus" and God knows what. Why do you keep money when you see things going wrong? We are told later: "Oh! because of this state of affairs, ships are now going to other ports because our berths are so bad and we are now losing business." This is taking place when we have money provided for every year to do the repairs. Would I be wrong if I attributed that to laziness of the officers charged with the duty of repairing these berths and yet they want my son and daughter to go further into debts.

A person who is in debts is never free. You are not free once you become a slave of that man or woman who gave you the money. To be independent, and solvent we must take into account ~~how~~ how free we are and then we can speak with our chests out. But when you are going round begging and when you have to go and cry: "Sir, I thought I could service this thing, but because of this, I am not able to do so. Please, can you extend the period we had agreed?" When you do this, you will have lost your manhood and your dignity. Since we won Independence, we would like to be respected and to speak with dignity and not go round tip-toeing and rather humble, begging.

I am one of those who believe in that as a person. I am able and I do not go tip-toeing. That is Mr. Shikuku ~~speaker~~ <sup>freely</sup>; he does not care about anybody. I do not ~~know~~ <sup>will</sup> owe anybody anything. I <sup>will</sup> tell him the truth

MR. SHIKUKU (ctd):

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8.10.37

and if it hurts him, he will go home and I will also go home. I will speak my mind and that is why I am enjoying my freedom of speech. This is because I do not have worry that if I said this, then my boss who gave me this and that, will stop it and I will go dry. No way, Mr. Temporary Deputy Speaker, Sir.

END Z

HA

CNJ.

MR. SHIKUKU (Ctd.):

Mr. Temporary Deputy Speaker, Sir, that is why I speak with all the confidence of the people of Eastere and Kenya as a whole and they respect me. However, I also want them to be able to move freely. When I stand in any international meeting, they respect me and say, "Here is a person who comes from a Government that is solvent, a Government of dignity!", and they listen to me. However it cannot go like this when we are moving up in debt.

AN HON. MEMBER: We are moving down and not up!

MR. SHIKUKU: Mr. Temporary Deputy Speaker, Sir, I hear an Hon. Member here telling me that we are moving down and not up when I know that we have moved from £499 million to £505 million in debt. We are not getting any better. We should now be coming down to zero.

Another point, Mr. Temporary Deputy Speaker, Sir, is that when we go into too much indebtedness - - - The amount of money that the Kenya Ports Authority is paying for what they call "funding charges" for the year in question is Shs.125,655,700/-. When we approve this loan, this figure must go up, but why must we do that, and yet we have the money? In view of the fact that some of the money which has been returned, they can stop this programme and they could have been stopped because this was a short-term loan, they would have been able to do this job without borrowing money at all. When I give you a loan on a short-term basis, and you then want to renew it, I would then say, "No", I want the money. So, we can use this money. There is no need at all to borrow this money.

Another point, Mr. Temporary Deputy Speaker, Sir, which I would like to draw to your attention regarding our borrowing money from overseas, is that we have a funny situation in the Republic of Kenya where we need money and we have to borrow it from outside, yet we ourselves have a lot of money outside Kenya. When I, Joseph Martin Shiku, the son of Oyondi, loses no minute in this House to tell the nation that our money is being siphoned and going outside - - - Today, we have the Shs.600 million which has been taken away, as we are talking here. I congratulate the President for

MR. SHIKUKU (Ctd.):

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I enjoyed when he was talking and I watched him speaking all the time and I noticed he was showing his teeth. You know he only smiles, but yesterday, I saw his teeth which can damage these crooks who are siphoning money from this country when we need it so badly here.

I have no doubt that those who are responsible of siphoning money out of this country will appear before the courts. Let them be squeezed to get the money from outside and then put them into prison. A certain Mhindi friend of mine told me that they love ghee so much that even if a fly drops into the ghee, they do not pour the ghee. He told me that they remove the fly but not in a hurry, least the fly goes away with some of the ghee. So, they normally get hold of it and shake it to make sure that it does not fly off with some of the ghee. You do not throw away the ghee when you throw away the fly. When the fly goes, you remain with the ghee. I want the same thing to be done to these people who are siphoning money out of this country. Therefore, I support His Excellency the President in what he has done. These people have fallen into the "ghee". Let us not just throw them away. Let us get hold of them, squeeze and shake them and when we make sure they have no more "ghee", we can then throw them into prison. That is what should be done.

ADJOURNMENT

THE TEMPORARY DEPUTY SPEAKER (Mr. Mutiso): Hon. Members, it is now time for the interruption of Business and the House is, therefore, adjourned until Tuesday, 13th of October, 1987 at 2.30 p.m.

(The House rose at thirty minutes past Six o'clock)

END AA