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PARLIAMENTARY DEBATES

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FIFTH SESSION - FIRST MEETING

WEDNESDAY, 6 AUGUST 2025



IN THE PARLIAMENT OF UGANDA

Official Report of the Proceedings of Parliament

FIFTH SESSION - 7TH SITTING - FIRST MEETING

Wednesday, 6 August 2025

Parliament met at 2.00 p.m. in Parliament House, Kampala.

PRAYERS

(The Speaker, Ms Anita Among, in the Chair.)

The House was called to order.

COMMUNICATION FROM THE CHAIR

THE SPEAKER: Honourable members, I welcome you to this afternoon's sitting. I see our numbers are reducing; I wonder what will happen in September or October. However, just know that the House will always sit. Whether there are only two Members, we shall sit and business will continue as usual.

Honourable members, if you look at what is in the media, it is awash with a tragic motor accident that happened on Tuesday night along Hoima-Buliisa Road in Kigorobya, where 20 traders lost their lives and several others were injured.

Whereas we strive to improve the state of the roads, we should also emphasise road safety. In 2024 alone, the country recorded 25,107 road crashes, with an estimated number of 25,808 casualties. This calls for action by relevant stakeholders in addressing all that is happening, and notably, the behaviour of all the road users.

You will find that maybe there was a problem with the condition of that vehicle, the road infrastructure and the environmental conditions,

among others. You will find this business, like what we talked about yesterday, of how the children had an accident in a bus. I am told the driver was sleepy; it was moving at night. All those kinds of things are dangerous for us.

We need to call upon everybody to be responsible on the road. If you know the road is bad, then be responsible enough for you not to get an accident.

Relatedly, honourable members, there was also another accident in one of the schools in Mukono, where one of the children drowned in a swimming pool. I want to call upon the operators of schools to strengthen and ensure the safety of learners in their schools. They must take care of people's children because if they do not do that, there will be uncertainty about what happens. People will lose confidence in these schools. They will not be sure whether they take their children to school, whether they are safe or not. We need to prioritise safety in all public spaces.

Honourable members, pursuant to Rule 196(4) of the Rules of Procedure, Hon. Suubi Juliet Kyinyamatama, Woman Member of Parliament, Rakai, is hereby designated from the sectoral Committee on Education and Sports to the Committee on Lands. As I said yesterday, the Committee on Lands did not have a sufficient number for it to start operating. Now that the Government has not come in to designate, I have designated an independent.

(Question put and agreed to.)

THE SPEAKER: She is duly designated to the committee. Thank you so much. I saw COSASE doing work; I was impressed. Hon. Ssewungu _

2.06

MR JOSEPH SSEWUNGU (NUP, Kalungu West County, Kalungu): Thank you, Madam Speaker. May the souls of the deceased rest in peace.

Madam Speaker, the Committee on Physical Infrastructure should take more interest in the roads. As we talk now, one of the major challenges we have on most highways is that the roads are not marked, and we need to take a keen interest in that.

I do not know whether the Ministry of Works and Transport is contracting anyone to work on that. Here in Kampala, they have introduced traffic lights, but the boda boda cyclists do not respect them at all. We cannot remain in this kind of situation.

What is happening in Kampala now is that pedestrians have no right of way; you struggle to walk. All the citizens in the country, whether you are a pedestrian or are driving, in other countries, give more attention to pedestrians than to those driving vehicles. What is happening on our roads is pathetic.

I raised that matter here one time. Along Masaka road, we have spent four years diverted through Mpigi to go to Masaka, yet the diversion was temporary because they were trying to work on the road. We do not know what is happening.

On road markings in Uganda, even when you are charging traffic offence fines, you must be showing road signs on the road. I do not know what the traffic police use to determine that someone has committed an offence on the road when the roads are not marked. It is very painful to lose many people because of negligence.

When you are driving at night, the markings and paintings on the road will inform someone that they are driving on this side, and the light

will show the one coming from the other side how they travel using the markings. The Ministry of Works and Transport should come and explain this. Thank you.

THE SPEAKER: We will have that discussion when we are looking at the issues of roads. But also, what the works ministry needs to know is that we are not asking for too much. We are not asking for them to start new roads; we are asking them to maintain the existing roads. It is not all about money. We had UNRA offices that should be activated to look at all these roads in the subregions. Hon. Macho and Hon. Acuti_

2.08

MR GEOFREY MACHO (Independent, Busia Municipality, Busia): Madam Speaker, I appreciate your communication. It is sad that we are losing our young people, who are supposed to be this country's senior citizens.

On your submission concerning the roads, we have a very serious problem in this country, beginning with my town of Busia Municipality. As I talk now, the construction of roads in Busia Municipality has become a hazard, as it does not take a week without a serious accident.

We have a road coming from Tororo, via Buteba, to Busia Municipality, which has taken almost three years to construct. Moreover, it is an urban road. It is a road which is the gateway between Kenya and Uganda. In fact, if you go to the other side of Kenya and you return to this side of Uganda, you will see very different countries –

THE SPEAKER: Honourable members, I would like to guide you that we are going to discuss the issue of roads in the next item.

MR MACHO: Madam Speaker, I just wanted to appreciate you, and in that appreciation, the Ministry of Works and Transport should do its work on time. Thank you.

DR SAMUEL OPIO: Thank you, Madam Speaker. As you were making your

communication, the Attorney-General came in. In March, Parliament passed the East African Community Mediation Agreement Bill. However, it is now almost four months down the road, and we have not received any feedback on whether this Bill has been assented to. Therefore, I was just enquiring whether it would be permissible for the Attorney-General to just give us an update on the status of the East Africa Community Mediation Agreement Bill. Thank you.

2.11

THE ATTORNEY-GENERAL (MR KIRYOWA KIWANUKA): Madam Speaker and honourable colleagues, if you give me a few minutes, I will check with my office and revert.

THE SPEAKER: Thank you. Hon. Ibanda –

2.11

MR RWEMULIKYA IBANDA (Independent, Ntoroko County, Ntoroko): Thank you so much, Madam Speaker, for the opportunity. I want to thank you for your communication, and our condolences to those who lost their lives.

Madam Speaker, our traffic officers on the road should be more serious. When you move on these roads, you see, especially those people going to markets and the merchandise loaded on trucks. People are also on trucks, almost 40 of them, and the speed is too much, overloading and overspeeding. There are traffic officers on those roads, and nothing is being done.

Now, we are losing a lot of lives. There should be a law that people should not board trucks. You know, there is merchandise on the trucks. They are also on top of these lorries, which are overloaded and overspeeding. At the end of the day, we lose many lives.

Our traffic officers should be taken seriously, and these offenders should be punished before we lose more lives. Thank you for your communication and for your concern.

THE SPEAKER: Thank you. You find that a truck is carrying people and luggage and

is overloaded. Maybe we could hear from the Minister of Internal Affairs. How do we mitigate these kinds of accidents? While you were away, we said we lost 20 people in a car accident in Kigoroby.

The truck was carrying goods for the business community. What do we do? How do we mitigate this kind of thing? First, as Parliament, we want to condole with the families that have lost their loved ones, but we must come up with a solution, Minister of Internal Affairs.

2.13

MR JOHN BAPTIST NAMBESHE (NUP, Manjiya County, Bududa): Madam Speaker, the issue may not be related to any defects in the law. For your information, if there is a law that has been over-amended, and I know the honourable Senior Counsel-

THE SPEAKER: No, we are not talking about the law. We are saying we have traffic officers on the road, and these people move, and the traffic officers see them moving.

MR NAMBESHE: I am developing that point. Madam Speaker, the Road Safety Act has been amended several times. This has been to address the evolving road safety challenges that keep emerging. However, just like the honourable distinguished Member of Ntoroko observed, I have ever intervened at one time when I saw- because our side of the road normally has tracks that carry with them lots of cattle from our subregion.

The men and a few women were seated on top of a fast-running truck when the police stopped them. Within a split second, money had exchanged hands, and they had allowed these fellows to proceed.

Therefore, I stopped over and took them on. I said, honestly speaking, could you not have stopped these people and offloaded the men and women who are on top of the truck? One of them who had already identified me, and so they pleaded with me, but I said This is being on the wrong side of the law.

Therefore, it is not about the law as he had observed. The law is there, but it is being broken by the men who are supposed to enforce it.

THE SPEAKER: Thank you. On the same? Yes, Hon. Rose.

2.15

MS ROSE OBIGAH (NRM, Woman Representative, Terego): Thank you so much, Madam Speaker. I would like to thank you for the communication.

In your communication, there was an issue of swimming pools. This has become another black spot. These swimming pools are normally in big hotels that have guards and security. I think something serious should be done about the swimming pools because we are losing children. Many schools take their children to learn swimming, but at the end of the day, one or two children drown.

Therefore, we cannot continue taking this. We need to understand how best we can work with the swimming pool owners, so that we can avert the constant deaths of our children. Thank you.

THE SPEAKER: Thank you. I think the schools—because this one was at school—need to get guidelines on the usage of the swimming pool and safety guards, especially if children do not know how to swim. There must be somebody there to support them. Yes, Hon. Okot.

2.16

MR AMOS OKOT (NRM, Agago North County, Agago): Thank you, Madam Speaker. We join you to condole with our dear ones who have lost their lives in the accident that occurred. It is almost across the country, sometimes we do not report some accidents that always occur in our places.

I have two concerns, which I think the traffic officers should try to enforce, if possible. For us who normally move long distances, and sometimes we travel at night, there are these common mistakes that many truck drivers like

to commit. When they drive the big trucks, they do not dim the lights. They leave their lights on high beam.

The small cars commonly suffer a lot at night. If only the traffic officers could remind some of those drivers, not just when one commits an offence, but periodically to remind them, so that they do not put the high beam on at night.

THE SPEAKER: By the way, traffic officers are not on the road at night.

MR AMOS OKOT: I mean, it does not matter till in the night, because they drive throughout, even during the day. Therefore, that kind of periodic-

THE SPEAKER: Honourable minister, do your officers work at night?

2.17

THE MINISTER OF STATE FOR INTERNAL AFFAIRS (Gen. David Muhoozi): Madam Speaker, in some areas, not all the areas, and for some specific time. This issue of rogue elements within the traffic police is well known; if you allow, after they have spoken, I can respond.

THE SPEAKER: Okay.

MR AMOS OKOT: We may not need to put them in the night, but this is a common mistake that they normally make. We are always moving at night, and we are fond of seeing those.

Number two, it is good practice to take a rest when driving for at least two hours to avoid fatigue.

However, when you keep moving for two, three, or four hours without rest, the chances of accidents are normally very high. You will definitely fall asleep as a human being. Some of these things, if drivers could adopt, would help our people not to keep dying on the roads due to accidents. I thank you.

THE SPEAKER: Thank you. That is the personal discipline that we are saying

everybody must adopt for the safety of the rest. Yes, Hon. Suubi, Hon. Christine?

2.19

MS JULIET KYINYAMATAMA (Independent, Woman Representative, Rakai): Thank you so much, Madam Speaker. It is so sad that we lost lives in such a manner. I was here cracking my head high and wondering why people risk their lives when they know that they might die when they board those trucks together with their cargo, and they end up losing their lives.

The answer is that we as a government need to find a way to simplify transportation for these business communities. This can be done by reducing the costs of big trucks that transport their cargo. I come from Rakai, and this happens every day. The cost of operating a business is so high that they find themselves improvising all the time to make sure they make a profit. Thank you so much.

THE SPEAKER: Thank you. Hon. Christine?

2.20

MS CHRISTINE APOLOT (NRM, Woman Representative, Kumi): Thank you very much, Madam Speaker, for your observations. In connection with what you observed on the swimming pool regulations, I challenge the Ministry of Education and Sports to assure us that they have such regulations on the table. If they exist, could the ministry officials take a step to make a formal communication to all educational institutions? This is such that the management of the swimming pools is prioritised to avoid continuous deaths occurring to the children.

THE SPEAKER: Leave that alone. Even in the treatment of these swimming pools, they put too much chlorine, which affects the children.

2.21

MR FRANCIS KAZINI (NRM, Buhaguzi County, Kikuube): Thank you for the opportunity. It is sad that we lost such a large number of people.

However, Madam Speaker, we have another challenge likely to cause a similar accident. For us who use the Hoima-Kampala Road, there is too much dust. We have complained several times to the contractor, but he has kept quiet. If you are driving and a vehicle bypasses you, you have to park for at least 20 minutes because you cannot see what is ahead and what is behind.

I request the minister to force the contractor to water that road on a daily basis, three times, to avoid accidents that are likely to occur –

THE SPEAKER: I think we can discuss that when we look at road issues, because mere watering for the road user to see what is ahead of him is not about money. We will discuss that in the next one.

Honourable members, on a rather sad note, one of our elders, Dr James Garuga, has gone to be with the Lord. He passed on at 11.00 a.m. today from Nakasero Hospital. He has been one of the industrialists in Uganda. He hails from Kigezi Region and has contributed a lot to this country. When you talk about tea, he has been in that business for a long time. I request that we rise and observe a moment of silence in his honour.

(Members rose and observed a moment of silence.)

THE SPEAKER: Minister? On the same?

2.24

MR WILFRED NIWAGABA (Independent, Ndoorwa County East, Kabale): Before he takes the Floor, mine may not be directly connected, but it still concerns the police. I know one of the challenges of law enforcement is the limited number of police officers we have in the country. I have information that recently, the Uganda Police Force recruited a large number of youth, but after reaching the training school in Masindi for the last week, they have yet to begin training.

Yesterday, they informed them that the recruitment was over and above the quota that

they were supposed to recruit. They are now making a list of those to send back home. We do not know the criteria they will use to send those back home – (*Interjection*) – they are already on the way? You can imagine the kind of crisis the police have created for our youth with all they have put into going for training.

When the minister responds, I wish he could give us clarity on that particular matter because it is a time bomb, especially for those who have put in their resources, including buying the required materials. Of course, money is changing hands here and there, and the criteria used to say you are over and above the required number when you are the ones who recruited and admitted them.

THE SPEAKER: Honourable minister, I also got a call from children from Bukedea stating that they had been sent back and that they were over and above the required numbers. I asked for the criteria for sending those back. There is information here.

MS LUCY AKELLO: I thank my colleague for raising this issue because I also got the same outcry. The person told me they were already going to board to go back home, and that is a big disappointment to them. I hope the minister can handle this. How do you over-recruit without planning? This has disorganised these children, and they are very disturbed. Thank you.

THE SPEAKER: Mine did not have transport. I was going to ask the minister to send transport for them. Honourable minister?

GEN. MUHOOZI: Madam Speaker, I share your concern. It is valid. Indeed, if you recruit, how do you over-recruit people and then send them back? Can I, therefore, make a more comprehensive informed finding and then share it with the House, but also take action –

THE SPEAKER: Can we first maintain those children there, other than sending them back, because you recruited them? (*Applause*)

GEN. MUHOOZI: Can I consult the leadership and then get back?

THE SPEAKER: Can we have feedback? Go and consult and get back to us.

GEN. MUHOOZI: With your permission, before I leave, regarding the traffic issues - a number of issues. Indeed, road safety in this country leaves a lot to be desired, but there are many contributing factors. I think we need a more comprehensive approach instead of picking out the police element. We have issues with the mechanical state of motor vehicles that travel on our roads, the travelling public itself and how they behave on the road, the traffic police's misbehaviour and the state of the roads, etc.

There are good traffic officers out there, but there are also bad apples, aided, unfortunately, by some of these factors. The police leadership and the ministry are thinking of a road safety inspection unit to check on rogue behaviour by the traffic police and, with your support, extending the CCTV coverage countrywide. This will ensure that people are promptly fined and probably mitigate some of these excesses we see that result in the loss of lives.

THE SPEAKER: Maybe you could also find out the cause of that accident in Kigorobya so that we can understand it rather than blaming only one department.

GEN. MUHOOZI: I agree, Madam Speaker.

THE SPEAKER: First, go and make a call and give us information on that recruitment. He is not here. How will he clarify? Next?

MOTION FOR ADOPTION OF THE
REPORT OF THE COMMITTEE ON
GOVERNMENT ASSURANCE AND
IMPLEMENTATION ON THE STATUS OF
IMPLEMENTATION OF THE ASSURANCE
TO FULLY OPERATIONALISE NEWLY
CREATED CITIES

THE SPEAKER: Honourable members, you recall that yesterday we received a report and extensively debated it. However, I did not put a question because not everybody was there.

I put the question that the report on the Standing Committee on Government Assurance and Implementation on the status of implementation and assurance to fully operationalise newly created cities be adopted by this House.

(Question put and agreed to.)

Report adopted.

MINISTERIAL STATEMENT ON THE
STATE OF ROADS AND STATUS OF
ROAD PROJECTS IN THE COUNTRY

2.30

THE ATTORNEY-GENERAL (Mr Kiryowa Kiwanuka): Madam Speaker, our sincere apologies. The Minister of Works and Transport is not yet here. Efforts are being made through the office of the Government Chief Whip to try and get one of the ministers. We pray that – *(Interjection)* - yes, I have actually requested. I request that the matter be stood over until a little later – *(Hon. Ssewungu rose)*

THE SPEAKER: Point of order on what?

MR SSEWUNGU: Madam Speaker, whereas I appreciate the role of the Attorney-General in trying to defend his fellow ministers, this Order Paper has been there. You gave us room yesterday and adjourned the House. The Ministry of Works and Transport has more than two ministers. Sincerely, being lazy to this kind of level is not acceptable.

Is the Attorney-General in order to enter appearance here by giving defences to those who are supposed to carry out their duty, well knowing that we came here for business? The issue of roads is growing day by day in this house. Madam Speaker, is he in order or should we censure him? - *(Laughter)* - We can censure him now.

THE SPEAKER: Hon. Ssewungu, which rule has the Attorney-General offended?

MR SSEWUNGU: Madam Speaker, the rule he has offended is not responding to the need of the House. The point of order I am raising is

on his prayer to defend those – *(Member timed out.)*

THE SPEAKER: I think you have been missing the Attorney-General. Yes, Hon. Bahati.

MR BAHATI: Thank you, Madam Speaker. The Minister of Works is around Parliament and is about to enter. I want to suggest that, in the meantime, we can start the debate. We shall take notes here because he is in the parking lot and coming to the House. *(Interjections)*

THE SPEAKER: By the way, the discussion that was supposed to be done was for us to hear from the Minister of Finance, Planning, and Economic Development. We had discussed the issues of the roads, which we did not end because there was an issue of financing. All we needed to learn from the Minister of Finance was how best we could work on these roads.

There are three categories of roads. One, the roads that were being worked on by Uganda National Roads Authority (UNRA). How do we continue with these projects? The second one was the new roads. Should we start new roads when we have not finished the existing ones? Then the district roads. That is basically what was being done.

Therefore, can we go ahead? The government is here; they will take note. It is a collective responsibility, and I will not keep this item on the Order Paper every day.

Honourable members, you will recall that last Wednesday, 30 July 2025, the Minister of Works and Transport presented a statement on the roads and status of road projects in the country. We deferred debate until yesterday, but he was not here, and even today, he is not.

However, the debate was pending the presence of the Minister of Finance, Planning, and Economic Development. The minister said, “I don’t have money.” No money was released. As such, we need to hear from the minister.

Honourable members, you will also recall that you heard His Excellency the President publicly communicate about the matter of the roads. Some of the things that he mentioned are:

- 1) The dangers of excessive reliance on external financing for all the development projects, citing abrupt and disruptive donor decisions that may impede the realisation of planned projects;
- 2) The need for self-reliance in financing development projects;

He categorised the projects into three:

- i) The well-done new roads, such as the Kampala-Entebbe Expressway, Kampala-Gulu Highway, the oil roads in Bunyoro, and excellent roads in municipalities such as Hoima, Gulu, Masaka, to mention but a few;
- ii) The very important roads that were initially good but have now deteriorated, such as Mityana-Mubende-Kyenjojo, Mukono-Jinja, Ibanda-Mbarara, and Mbarara-Ishaka highways. He attributes the deterioration to under-budgeting.
- iii) The local government roads used to be good, but have deteriorated because of the misuse of the Shs 1.3 billion allocated for maintenance.

The President has directed the Minister of Finance, Planning and Economic Development to allocate Shs 3.2 trillion required for these roads alone.

The President further undertook to have the following roads worked on:

- i) Mityana-Mubende-Kyenjojo;
- ii) Ibanda-Mbarara;
- iii) Ishaka-Mbarara;
- iv) Mukono-Lugazi-Jinja;
- v) Mpondwe;
- vi) Nebbi-Arua; and
- vii) Ntungamo-Rukungiri.

His Excellency the President also indicated that the next manifesto will indicate other planned roads. In light of this, I will request the Minister of Works and Transport to explain to the Members, and then we will open the debate based on the President's guidance.

2.38

THE MINISTER OF WORKS AND TRANSPORT (Gen. Edward Katumba Wamala): Thank you, Madam Speaker. I am happy that the President has communicated on this matter because we met with him and the Minister of Finance, Planning and Economic Development on the issue of these roads. He appreciated that while we may not get all the money in one financial year, he directed that those critical roads be maintained in very usable conditions.

The President said we have already started on the Mityana-Mubende Road, so we must finish it. Also, the section between Kyegegwa and Kyenjojo is terrible. As we wait for the funding from the Ministry of Finance, we are moving our unit, which has been working on Jinja Road, to Kyegegwa-Kyenjojo Road to fully rehabilitate that section.

We are also already committed to China Railway 18th Bureau Group, which will work on the Nebbi-Arua Road. They have already started forward maintenance, so they will start rehabilitating the road.

A contractor is already working on the Kikorongo-Mpondwe Road. They are doing forward maintenance now, but after that, they will do the full rehabilitation with funds coming in from the Ministry of Finance.

We have the Ntungamo-Kagamba-Rukungiri Road. We want to save it before it deteriorates further because it has reached the stage where we can save it with a resurface, just like what we did with the northern bypass, so that road will also be done.

As regards Ishaka-Mbarara and Mbarara-Ibanda Roads, we already have a company identified to work on them. It is called Shandong

Hi-Speed Group Co. Ltd. They will be working on those two sections of the road, and they are already working with the finance ministry on the pre-financing arrangement. I think they are finalising the financial terms with the Ministry of Finance, Planning, and Economic Development. Others will start mobilising equipment to be on those two sections of the roads.

The Gulu-Atiak-Nimule Road also needs attention. We are soon hiring an MTF contractor to work on it.

Regarding Malaba-Jinja-Kampala-Masaka to Katuna, this is our artery, and as a ministry, we have decided to focus fully on those roads to address whatever requirements there are. We have been addressing those bad spots with our in-house team. However, as far as the Mukono-Lugazi-Jinja-Malaba Road is concerned, China Road and Bridge Corporation (CRBC) is fully committed to that road.

Right now, we have called the Katonga Bridge, and it is going to concentrate on that section. They have already made the estimates for Masaka to Kampala. As they are doing the bridge, they will also be doing the bad sections as we address the Kalandazi and Lwera swamps, which they are working on now.

We hope that once we get the money, we will pay and encourage Abubaker Technical Services to speed up the Busunju-Kiboga-Hoima Road. He is doing a good job, but he needs our full support to pay him in time. This is a local contractor who has proven himself that if supported, he can do good work; he has already proven this on the section we are seeing between Busunju and Kiboga, but he is supposed to complete up to Hoima, including the Kafu Bridge.

We are also rehabilitating the Ssezibwa Bridge on Kayunga Road, which is already being worked on by, again, a local company called Dynaco Engineering that is now doing the remaining stages. They have already done the box culverts to take the extra water, and they can do the bridge.

On the northern side of Katonga from Kabulasoke, a local contractor called Rodo Contractors Limited is building the bridge. I can discuss these efforts, and we have images of Rodo Contractors Ltd, which even the Minister of Water and Environment can confirm.

THE SPEAKER: Thank you, honourable minister. As we construct these roads, I am happy that you are talking about the construction of the new roads. Can we ensure that the lifespan of these roads is a little longer? Most of the roads that we have now have a shorter lifespan, and by the time we rehabilitate this road, we are still paying the loan we borrowed to make the road.

The other thing is, as you agreed with the finance minister to ensure that you have the money to pay, can we look at companies that have arrears with you to avoid litigation and payment with the interests, because the interest that you pay to these people is too much.

We appreciate that we do not have money, honourable minister, but originally, we had Uganda National Roads Authority (UNRA) offices in different regions. Can you activate those regional offices to work on the roads when they get issues?

GEN. KATUMBA WAMALA: Madam Speaker, on the issue of stations, we have 23 active stations with equipment. What delayed their activities was because of the process we were going through in absorbing the UNRA staff. That process is more or less complete now with the public service. We have the station managers who are sub-accounting officers. We send the money to the stations, and those station managers are supposed to address mainly the national roads.

THE SPEAKER: Before I allow honourable Members to raise their issues, Hon. Francis Twinomujuni raised the issue of Hoima Road. As the works are ongoing, like I said the other time, the dust is too much; you cannot even see the next person. We may not have the money now, but can the contractor continue watering to ensure that there is no dust on the road?

GEN. KATUMBA WAMALA: Yes, Madam Speaker, you are right. When a contractor is working on the road, it is mandatory for that contractor to water whenever. We have also received complaints on the Mityana-Mubende Road, where the contractor is working now, that the dust is too much. I have already told my project supervising team to ensure that the contractors' water, because it is their mandate.

As I was saying, the stations are now active. They may not have started - *(Hon. Ssewungu rose_)* Please, I can tell you names of active station managers in all the stations - *(Members rose_)*

THE SPEAKER: Can we let the minister finish? We have been waiting for him.

GEN. KATUMBA WAMALA: I have told you that it took time for the station managers to arrive at the station because they had to get authorisation to become sub-accounting officers.

So, when we give them the money, they must present a work plan- *(Hon. Ssewungu rose_)*

THE SPEAKER: Why don't you listen?

GEN. KATUMBA WAMALA: They have the money, but what delayed them was being authorised to spend it because they had to be given authority by the Permanent Secretary (PS) and the finance ministry.

THE SPEAKER: Honourable members, listen.

GEN. KATUMBA WAMALA: Once they get that authority, they spend the money. The stations do two things. Let me explain; One, they supervise what we call framework contracts. There are works which may be too big for the station to handle. So, we engage contractors in what we call a framework contract. They go on those roads and do the framework. For example, I recently received a problem between Kotido and Kabong -

THE SPEAKER: I sent it to you.

GEN. KATUMBA WAMALA: Yes, courtesy of the Speaker. My station manager in Moroto has already sent a framework contractor to handle the Kotido-Kaabong section. The Kotido station will handle the section between Kotido and Moroto, and my station in Moroto, on the first account, will handle the section between Moroto and Lopei.

Therefore, these stations are active. The station in Soroti under Olupot has been handling the work between Soroti, Katakwi, and other areas. If your station has not yet been active -

THE SPEAKER: Can we hear from the minister? Honourable Minister of Works and Transport, I can confirm the stations are working. Mine in Mbale is working. Maybe you need to check with your stations. Honourable members, can you sit?

Honourable minister, we would also like you to address us on the issue of the Shs 1.3 billion that goes to the districts and whether you have given the districts guidelines on what should be done.

GEN. KATUMBA WAMALA: Madam Speaker, the districts under the Road Fund, and I want this to be clear, the Road Fund was not removed.

The fund's management was changed. We are still sending the money, which is through that fund, straight to the districts. Shs 1 billion is sent directly from the Ministry of Finance, Planning, and Economic Development to the district.

THE SPEAKER: That is true.

GEN. KATUMBA WAMALA: When we talk of Shs 1.3 billion, we think that on average, that is what the districts receive in a year. That is the 1 billion from the Ministry of Finance, Planning and Economic Development, and what we send from the road fund.

Now, the management of that fund is under the district roads committee, which includes members of Parliament. I appeal to Members of

Parliament to help us follow the management of that fund.

THE SPEAKER: Thank you. They are doing that under their oversight role.

GEN. KATUMBA WAMALA: Exactly.

THE SPEAKER: If you do not do that, then the problem comes back to you as Members of Parliament. Hon. Lucy-

MS LUCY AKELLO: Thank you, Madam Speaker. I seek clarification from the honourable minister. Thank you for your report.

You beautifully mentioned the roads and contractors that have been awarded. Unfortunately, for Gulu-Atiak-Nimule, which is a death trap and a very bad road now, I have not had any commitment in terms of the contractor who is going there.

Secondly, honourable minister, I mentioned our bad road, from Awer to Rhino Camp. This road was managed by the then Uganda National Roads Authority (UNRA) and now the Ministry of Works and Transport.

The section from Awer to the town council, where the district headquarters is, even as the station manager is doing his best - (*Member timed out.*)

THE SPEAKER: You need to be brief; everybody wants to speak.

MS LUCY AKELLO: Yes, as I conclude, honourable minister, the station offices do not have the funds to put gravel. They are just digging, and every time it rains, vehicles get locked up, which is a big problem, so you need to take care of this.

THE SPEAKER: Thank you. Honourable members, so that you do not repeat the same things, can we first hear from the Minister of Finance, Planning and Economic Development on how much they have released and how they are handling this? The money could have just

gone, maybe this week, but you are expecting something to have been done before. So, Honourable Minister of Finance, Planning and Economic Development-

2.53

THE MINISTER OF STATE FOR FINANCE, PLANNING AND ECONOMIC DEVELOPMENT (GENERAL DUTIES)

(Mr Henry Musasizi): Thank you, Madam Speaker. Before I inform the House about the releases, I want to share my concerns about the state of our roads. Recently, while I was campaigning in Rubanda, I drove on a 27-kilometre road, the Ruhija-Butogota Road. It took me one and a half hours to get to where I was going.

So, I had to apologise on behalf of the government, saying that we will look for the money to pay for the road because the road condition was bad.

I now come to the money. In this financial year, our budget allocation for road interventions is approximately Shs 3.1 trillion, out of which Shs 1.14 trillion has been released for quarter one. Out of this release, only Shs 123.7 billion is already available to the Ministry of Works and Transport for spending. The rest, we await the Ministry of Works and Transport to request it from us for spending.

As you may note from the directives from the President and a number of meetings we have held with the Ministry of Works and Transport, because we work closely together, this budget is inadequate to meet the demand for rehabilitation and construction of new roads.

What is the commitment? As the Minister of Works and Transport stated, we have decided to continue working with the Ministry of Works and Transport to find the money and push for the ongoing works.

Since I have had a chance to speak at this microphone, I am happy with the work being done on Masaka Road compared to the previous four or five months.

Now, we see Katonga and the swamps he has been talking about moving. I also use Mubende Road and I am a little bit happy that work has also started moving and on other roads.

Therefore, we are asking for a commitment from the Ministry of Finance, Planning and Economic Development and the Ministry of Works and Transport to continue working together.

We at the Ministry of Finance, Planning, and Economic Development will continue to look for money in the current constrained circumstances and facilitate the Ministry of Works and Transport's continued push for work so that our road status is recovered and maintained to where it was at least three years ago.

Lastly, at least now, I can confirm that the station manager for UNRA, now the Ministry of Works and Transport, is available on the phone and working. Also, at the station, we can speak to her, and she tells us the action plans she has. Thank you, Madam Speaker.

THE SPEAKER: Thank you. Honourable members, I would like whoever is standing up to speak about the road to look at NDP IV from page 350 to page 354.

It is on that page that you can understand which ones are ongoing roads and which ones are planned roads, so that we do not look funny when we are talking about what is already in the NDP IV. Just tell me the number of your road on the NDP IV. *(Laughter)* Tell me. *(Hon Members rose_)* All of you sit. I gave you the National Development Plan (NDP) IV, and I have also told you the schedule, where those roads are. Talk about the road and the number so that we can discuss it. Yes - *(Hon. Nsamba rose_)* - What is it?

Let me start with Hon. Ojok, but there is a procedural matter here. Thank you very much. I am very serious about NDP IV. Raise the issues of roads. If it is in the plan and it has five years to end.

MR NSAMBA OSHABE: Thank you very much, Madam Speaker, for directing us to NDP IV. However, at the stage where we are, we had a minister the other week who came and alarmed the nation. He said, "I have these roads, they will not be worked on, because there is no money."

Madam Speaker, the public heard that, and the roads were mentioned here. The President responded by saying, "Put all the money on the roads". At this stage, what we want to hear from both ministers after the presidential directive; I want to hear the Minister of Finance, Planning and Economic Development say, "after that, we moved and prioritised this amount of money to go to roads."

Madam Speaker, we should stop speaking in tongues at this level. The minister for finance came here and talked about regional issues and how his road - we needed to know, Hon. Musasizi, how much money was prioritised after the presidential directive?

We want to know which roads were given priority for that money. The Ministry of Works and Transport should come; the minister should stand on his feet; Hon. Gen. Katumba Wamala -

THE SPEAKER: Hon. Nsamba, you do not have to shout. You are using a microphone, and everybody is listening to you talk. It is not shouting that stresses a point.

Honourable members, the President raised a number of issues. He highlighted the danger of excessive reliance on external financing for development projects, citing abrupt and disruptive donor decisions that may impede the realisation of planned projects.

When we over-depend on these monies for constructing roads, when somebody cuts off the donation or the funding, we get problems. However, he says there is a need for us to be self-reliant, for us to be able to finance - that is why you find some of these roads are funded by Uganda - what? Our funding.

He then categorises the roads, and he says the very well-done new roads, and he talks about them. Then he talks about the very important roads that were initially good but have now deteriorated, such as Mityana-Mubende-Kyenjonjo, Mukono-Jinja, Ibanda-Mbarara and Mbarara-Ishaka. He attributes those deteriorations to under-budgeting.

That is why I was saying that you give a lower lifespan because of the low amount of money, rather than giving a higher lifespan by giving enough money for those roads to be worked on. However, they said this money should be given to complete the most important roads, which are mentioned. The roads are there, which the minister has talked about.

The President further undertook to have the following roads worked on: Mityana-Mubende-Kyenjonjo. I know you are very interested in the Mubende Road. Ibanda-Mbarara, Ishaka-Mbarara, Mukono-Lugazi-Jinja, Kikorogo-Mpondwe, Nebbi-Arua, and Ntungamo-Rukungiri; there are a number of them and that is why I was referring you to the NDP IV. I am happy there is only one person here, Hon. Masaba. Hon. Masaba, next is you, because you are going to talk with authority. Yes.

3.04

MR KARIM MASABA (Independent, Industrial Division, Mbale City): Thank you very much, Madam Speaker. I am interested in knowing the progress of the upgrade of the 150km Tororo-Mbale-Soroti Road, because it was planned for rehabilitation. As I speak, there is nothing that shows that there is any work to be done on this project. The other one is the Mbale-Nkokonjeru-Wanale Road, which is about 21 kilometres.

Then lastly, I am interested in knowing how you are spending the money on the Rural Bridge Infrastructural Development Project, because we have not been receiving proper accountability. We expected that this would probably come and help most of our bridges and roads in our districts and cities. I would like to get those details as well. Thank you very much.

THE SPEAKER: Honourable minister, first answer the questions that Hon. Lucy and - what they have asked, then we bring others so that we do not get confused. Leader of the Opposition (LOP), you will come last on the Bududa Road.

GEN. KATUMBA WAMALA: Thank you very much, Madam Speaker. The 28-kilometre circular road of Bududa was identified in NDP III and NDP IV for tarmacking. As we wait for the tarmacking to take place, we are putting a contractor to do maintenance. That road is supposed to be done by Abubaker Technical Services as the contractor on the tarmac. As we wait for that to be done, it will be maintained. I can even share with you the number of my station manager of Mbale, called Dina, you can call her and she will tell you who the contractor is on that road.

THE SPEAKER: Honourable minister, are you talking about Bududa?

GEN. KATUMBA WAMALA: The Bududa -

THE SPEAKER: Circular road. That was -

GEN. KATUMBA WAMALA: Yours is Nkokonjeru? For that road, we are using our team from the training centre, which you know, Meltek. We want to do a cobblestone project on that road because of its nature. Doing tarmac, it will be washed away very readily.

Our team in Meltek, which is our training centre, has already done studies on how to do cobblestone. We intend to pave that road with cobblestone technology. You wait until we start. Then the away road - (*Hon. Lucy rose*)

Atiak-Nimule; there is a company called MTF, which will go on that road. The road from Atiak - of course, you know that Atiak-Laropi is already done. For Laropi-Afoji, we are at the procurement stage. (*Members rose*) Tororo-Mbale; that road is under what we call the Northern Road Rehabilitation Project (NERAMP). It is being done by Mota-Engil Africa, under the World Bank. They have so far done the section from Kamdini and have now

crossed into Soroti, and are coming towards Tororo. We had a challenge when there was a threat to stop the project, but then, when the World Bank came and appreciated what had been done, they decided to finish it. It is ending in Tororo.

THE SPEAKER: Thank you. Hon. Ojok - you are all going to speak.

3.09

MR ANDREW OULANYAH (NRM, Omoro County, Omoro): Thank you, Madam Speaker. As regards your question on the NDP IV, Gulu-Lalogi-Opit-Moroto Road is number 257, which is scheduled to start in 2029.

However, as we speak, that road is in a deplorable state. That bridge will soon be washed away; the bridge that connects Odek to Awere. What can the minister do in the meantime? Because you cannot wait for four years for maintenance.

Secondly, on the issue of forced account, the biggest challenge has been budget cuts. There is a road that leaves Corner Minja to Cwero Kitgum Road. It has been planned for the last five years, but budget cuts are becoming a problem. Just last financial year, they cut 75 per cent of the budget. That is according to the station manager there. Therefore, I request that the Ministry of Finance, Planning, and Economic Development avails the funds to help us maintain these roads. Thank you very much.

THE SPEAKER: Thank you. Hon. Joanne Okia?

3.10

MS JOANNE ANIKU OKIA (NRM, Woman Representative, Madi-Okollo): Thank you, Madam Speaker. I would like to appreciate the Government for the effort they have put into the road sector. The new districts have received equipment, but it is incomplete. Therefore, we have to seek from the region. The region for Northern Uganda is in Gulu. West Nile is very far from Gulu.

I would like to implore the minister to have special consideration for West Nile. Can we have equipment there? West Nile should be a region of its own. The people of West Nile love the people of Gulu and Lango, but we do not want to always be bundled up. Please have consideration for the people of the West Nile.

Number two, there is a road which His Excellency – I am in possession of a copy of a written directive to your ministry, honourable minister, directing for not tarmacking but high-grade marram from Pakwach, Rhino Camp up to Difule. This is from 2023, 2024; we are now almost reaching 2026. Please, let us have the high-grade marram as we wait for tarmac. I thank you.

THE SPEAKER: Thank you. Honourable minister, West Nile is very far from Gulu. Please handle the issue of West Nile. Is the equipment in West Nile?

GEN. KATUMBA WAMALA: Madam Speaker, I totally appreciate the challenges with these regional workshops. I reported on this Floor that we have already come up with a new list of equipment where cities, municipalities, and these big regions are going to be addressed.

The President has directed that we use the same method of procurement as the one we used for the 1,951 pieces of equipment, which we distributed. We are already in talks with the Ministry of Finance, Planning, and Economic Development.

I know that there is also a delegation going to Japan soon. One of the things we are going to discuss is the issue of that equipment. Hopefully, with financing and the financing arrangements being agreed on between the two governments, we should be able to get that equipment, and then we shall decentralise the regions. For example, as you said, Gulu takes care of Karamoja up to Kaabong. You can imagine Gulu handling Karamoja and then West Nile up to Koboko. It is really overstretched. We hope that once this procurement is through, we shall decentralise and create mini-centres in these regions. *(Applause)*

Madam Speaker, regarding the Pakwach-Adwili-Rhino Camp Road, this road is going to be done because there is a lot of pressure from the Ministry of Tourism, Wildlife, and Antiquities since they are going to relocate rhinos into the Rhino Camp. *(Applause)* We are working with the tourism ministry to ensure this road is done.

THE SPEAKER: Hon. Hassan?

3.13

MR HASSAN KIRUMIRA (NUP, Katikamu County South, Luwero): Thank you, Madam Speaker –

THE SPEAKER: I thought Hon. Joanne had spoken for West Nile. Yes, Hon. Hassan Kirumira.

MR KIRUMIRA: The funding of these projects, especially the construction of roads, is done by external funding. In the Committee on National Economy, we process these loans, and this Parliament approves them for these projects.

Where we are now, the Ministry of Finance, Planning and Economic Development is telling us that there is a stoppage of funding. Could it be that our Government violated some of the conditions in the financing agreement?

Madam Speaker, I remember one of the issues was with UNRA. It was very categorical that the implementing agency during the process of this particular loan was supposed to be UNRA. Now, we went on with rationalisation, and UNRA was absorbed into the Ministry of Works and Transport. Could it be that external funding is being cut because we are violating the terms and conditions that were set up in the financing agreement? Maybe the ministries of finance and works can clarify that. Thank you.

THE SPEAKER: Minister?

GEN. KATUMBA WAMALA: Madam Speaker, let me put that one very clearly. On the issue of the foreign-funded projects, yes, it was a precondition. When we were rationalising,

we went into discussions with the funders: World Bank, African Development Bank, and Islamic Development Bank.

One of the conditions they gave us was that the project implementation units needed to be retained. We have retained all the project implementation units on all the projects. That is, Busega-Mpigi; the full project unit is there. Kampala-Jinja Expressway, the full project unit is there, and all the other projects. Even Koboko-Yumbe-Moyo, the project unit, is there.

Madam Speaker, we have not stopped any project implementation unit or changed these people because that was a precondition. There are other issues regarding delays and disbursements, but it is not about rationalisation.

THE SPEAKER: Thank you. Yes, Hon. Allan Mayanja.

3.16

MR ALLAN MAYANJA (NUP, Nakaseke Central County, Nakaseke): Thank you, Madam Speaker, for the opportunity. In NDP IV, No.181, there is the Butalangu-Ngoma Road of 54 kilometres, and No. 23, which is the Matugga-Kapeeka Road of 42 kilometres - we need a commitment from the minister. When you check in NDP IV, they are categorising it as ongoing. Yet, when you go to the site, they are constructing that road at a very low speed.

Lastly, Luwero –

THE SPEAKER: Did you say they are constructing it at a low speed? That means it is ongoing. It is just a matter of English.

MR MAYANJA: Madam Speaker, let me finish with the Luwero-Kiwoko-Butalangu Road of 29 kilometres, which is under DOTT Services Ltd. That road was supposed to be completed in June this year, but as of now, they have requested 100 more days so they can complete it in September.

However, Madam Speaker, the rate at which they are constructing, we are worried as to

whether this road will be completed on time. Otherwise, the people who are going to use that Luwero-Kiwoko-Butalangu Road are very eager for this road to be used from Ngoma, Butalangu, Kiwoko, up to Luwero. It is a very strategic road. We need an update and a commitment from the minister. Thank you.

THE SPEAKER: Honourable minister, take notes, then you answer all of them at a go. Yes, Member for Nwoya?

3.18

MR GEOFFREY OKELLO (DP, Nwoya East County, Nwoya): Thank you, Madam Speaker. Mine is a little bit outside the NDP IV. When UNRA was rationalised, there were liabilities that were transferred to the Ministry of Works and Transport, including pending compensation. On the road from Gulu to Olwiyo, which is 66 kilometers, 80 people have not been compensated. I would like to seek clarification on that matter.

Madam Speaker, whenever the minister is speaking about roads, I get worried when he makes no comment on the progress of railways. One of the ways our roads can last for some time is to try to offload heavy equipment and things like cement from the main roads to the railroads. Could the minister also brief us on the progress so far made on rail transport? I thank you.

THE SPEAKER: Yes, Hon. Margaret Lamwaka

3.20

MS MARGARET LAMWAKA (Independent, Chua East County, Kitgum): Thank you so much, Madam Speaker. I would like to ask the Minister of Works and Transport to tell us what is happening - the Kitgum-Kidepo Tourism Road was in the budget from 2017. Last year, it was clearly spelled out that we are going to have the tarmac road from Corner-Lango to Kidepo.

However, up to now, the persons affected by the project have not been compensated. We are not seeing any development. Madam Speaker, the tourists have been stuck since yesterday.

What is going to happen to the people who always travel from Kitgum to Karenga, more so the tourists? Thank you.

THE SPEAKER: The loan was approved by this House for that road. Hon. Mapenduzi?

MR MAPENDUZI OJARA: Thank you very much, Madam Speaker.

Madam Speaker, on 27 November 2019, the honourable minister came to Gulu to commission roads that were funded by the Japan International Cooperation Agency (JICA), and at that event, he made a public statement committing that the road from Gulu-Lamwo-Kitgum would be tarmacked.

The people of Northern Uganda have waited for that road in vain. Fortunately, it is part of what - last year, he issued a statement in this House, that the Government was already in the final stages of design. It would be good, Madam Speaker, for the honourable minister to clarify.

Secondly, he also directed Hon. Musa Ecweru, last year, to go and look at the status of the road from Bank of Uganda through Customs Corner to Juba, which has cost many lives. It would also be good for him to clearly help us understand how far he has gone with that. Thank you very much.

THE SPEAKER: Thank you. Yes, Hon. Linda.

3.22

MS IRENE LINDA (NRM, Woman Representative, Fort Portal City): Thank you so much, Madam Speaker. My point of concern is about the roads that were started by the former Uganda National Roads Authority (UNRA) before it was absorbed by the Ministry of Works and Transport, and up to now have never been completed.

We have the Bukuku-Rubona Road. There are also five major bridges that have been constructed, but the contractor has stopped working. This road is in a sorry state, and when we talked to the regional engineer, Madam

Speaker, he said that they have only provided funds for light grading. This road is at the foot of Mount Rwenzori, where there are loam soils, very soft loam soils.

In our region, in the coming three months, we are going to experience very heavy rainfall, meaning that people are not going to be able to transport their merchandise to the markets, go to the hospital, and the children will not be able to go to school.

We have Kagote-Saka Road and Fort Portal-Kijura Road, which are all impassable, Madam Speaker. We need to get funds so that they can be worked on.

THE SPEAKER: Thank you. Yes, Hon. Nathan Byanyima.

3.23

MR NATHAN BYANYIMA (NRM, Bukanga North County, Isingiro): Thank you, Madam Speaker. Honourable colleagues, I would like to thank the minister. For the first time, he has been very frank to this House. (*Applause*) I am saying this because He has been keeping quiet. When I told him that in taking UNRA, he was taking a big elephant, he did not know that he would go into this. This time, he was very frank to say, "There is no money."

Last financial year, he missed Shs 1 trillion. This time, he has another trillion missing. How do you expect the roads to be worked on?

Two, we have 23 stations. All these stations have old equipment. He has not said it; they have no equipment. Most of them borrow equipment from the districts, which have slightly newer machines. It is high time, Gen. Katumba, you told this House that you need to buy equipment for your stations. If you have the equipment, they will be able to come in. For example, most of the contractors have refused to work, despite your giving them call-off orders, because they have so much money outstanding.

Three, this issue of the managers - they are not active. I want to be open to you, Gen. Katumba.

You have taken so long to formalise their work so that they can get money for fuel. They do not have money for fuel. The money is in the accounts, but they cannot access it.

Gen. Katumba, the sector you are holding is so crucial. I told the people here that if you have children and you want to take them to school, or if they cannot go to a Government school, they can go to a private school. If my mother cannot go to an official hospital, they can go to a private hospital. How about the roads? It is the mandate of the Government to have roads done. In 2001, we gave the ministry Shs 1 trillion. That is what we begin with.

Four, Ministry of Finance, Planning and Economic Development, you better stop being armchair people. Get out of your offices and move around the country. The roads are so important that you do not need to spare any time to give them money. It is high time this Parliament recognised that the roads are key to development.

Lastly, Gen. Katumba and Madam Speaker, when you talk about these roads, you mention Ibanda to Mbarara, Ishaka to Mbarara, and Ntungamo to Mbarara roads. Why don't you talk about Isingiro, where you get your matooke from?

THE SPEAKER: Hon. Byanyima, you said that the people in the finance ministry should get out of their offices. Do they sleep in their offices?

MR BYANYIMA: What I am saying is that, for example, they read the budget –

THE SPEAKER: I thought they use the same roads to go wherever they go.

MR BYANYIMA: No, they do not. Most of them stay in Kampala, here. They read the budget on the 14th –

THE SPEAKER: Hon. Musasizi comes all the way from Rubanda, and he knows the state of the roads.

MR BYANYIMA: I am sure if most of those people moved around to see where they put the money - we passed the budget in May –

THE SPEAKER: Honourable members, I urge all of you in your oversight role to ensure that you monitor these roads. See what is happening on the roads and report back.

MR BYANYIMA: I thank you, Madam Speaker.

THE SPEAKER: We cannot leave that only to the finance ministry. Let it be our responsibility. Yes, Hon. Stella Atyang.

3.27

MS STELLA ATYANG (NRM, Woman Representative, Moroto): Thank you, Madam Speaker, for giving me this opportunity. I thank the Government for its efforts in the construction and maintenance of roads. However, we still have a lot of challenges.

I bring to the attention of the minister that we have the Moroto-Lokitanyala Road that is under construction, and is almost getting to completion. However, we have the majority of the Project-Affected Persons not compensated.

Honourable minister, I want to know when you are going to complete the compensation of those project-affected persons before the road is completed. Thank you.

Then you talked about the Moroto-Lopei and Kotido-Karenga roads. Honourable minister, we have a tarmac road that is not more than 15 years old. From the road at the Moroto-Kotido Junction up to Moroto Town, that is on Moroto-Soroti Road, we have a stretch with tarmac that has deteriorated so much to the extent that it does not even have potholes on the road, but water ponds. What are you thinking about repairing that part?

And we have Moroto-Lokiriama Road, Lokiriama is in Kenya. That road has totally degenerated, and it is under the Ministry of Works and Transport. What are you thinking about the maintenance of that murram road? Thank you.

THE SPEAKER: Thank you. Honourable minister, when you get to know some of these things; the deterioration of the roads, potholes, and whatever, it is good to work on them before they worsen because we all appreciate that we have money problems, but we could actually work on such things earlier. Yes, honourable member from Masindi.

3.29

DR FLORENCE ASIIMWE (NRM, Woman Representative, Masindi): Thank you so much, Madam Speaker, and thank you, Minister, for the report. First, I thank you and your team that worked on Kampala-Gulu Road, especially on those potholes, which were causing several accidents, especially the head-on collisions. That was very proactive.

Secondly, as we wait for the oil, the first oil, as you know, I come from the oil region. I thank, of course, the Government for the good roads. Bunyoro is one of the subregions that has the best roads because of the oil and gas.

However, there is this Masindi-Biso Road. I see several trucks heavily loaded with oil-related products, struggling to go to Buliisa, because it is shorter to pass through Masindi than Hoima.

Can we know the update on that road as we wait for the first oil? Thank you so much.

THE SPEAKER: Yes, Hon. Aza.

3.30

MR TOM ALERO (NRM, West Moyo County, Moyo): Thank you very much, Madam Speaker. Credit must be given where it is due. Thank you very much, Government. Thank you very much, Minister of Works and Transport. Our road from Koboko to Yumbe is being worked on and the progress is good. *(Applause)*

However, Madam Speaker, I am happy that the Minister of Internal Affairs is here. There is a roadblock and obstruction in an old colonial dilapidated police barracks, which has impeded the progress of the road around Moyo Town Council. This involves the finance minister, the

minister for works, as well as the Minister of Internal Affairs.

We are all aware that all those affected areas were compensated; schools were compensated, offices, and even the police barracks were compensated. As a district, we have already identified land outside the town council, so that the barracks can be shifted to a more spacious area to make way for the construction of the Koboko-Yumbe-Moyo Road.

Lastly, the ferry at Laropi always breaks down. There is always congestion. People are not moving, and they waste about two to three hours just waiting for the ferry to come and cross over with them. We request that the minister works so hard, so that we can have the ferry crossing worked on, and its engine also worked on. Thank you very much.

THE SPEAKER: Thank you. Yes, Hon. Edakasi, then later, Hon. Naome.

3.32

MR ALFREDEDAKASI (NRM, Kaberamaido County, Kaberamaido): Thank you, Madam Speaker. I thank you for - in 2023, this House approved a loan for the construction of the road from Atiene to Ochero, and we hoped that in 2024, works would start on that road.

The honourable minister has tried to provide information, but the population there is very anxious about this road. Please clarify what happened, because we had hoped that by now, the works would have started on that road. Thank you.

THE SPEAKER: Thank you. Sheema, Hon. Peter. Hon. Naome and then Hon. Peter.

3.33

MS NAOME KIBAAJU (NRM, Sheema County North, Sheema): Madam Speaker, my concern is about the compensation of the people where roads are going to pass. In my constituency of Sheema North, the road from Nyakambu, Bwizibwera, to Masheruka and Kabwohe has been on the table for many, many years.

The local people and the peasants where the road is going to be constructed were required to give in their land titles, to open bank accounts, and wait for compensation. However, many years down the road, this has not been done. The money that they had in their bank accounts has been depleted. The shops have been closed for years. We do not know, and the people are demanding that we, their representatives to know what is going on.

Lastly, I would wish the honourable minister to give us a list of those roads, which are going to be worked on, since we are required to go back and see what is going on and report back. If we could get that list, we would be most grateful. Thank you.

THE SPEAKER: Thank you. Honourable members, as we wait for the minister to tell us the list of the roads being worked on, I would also like to invite you to read the NDP IV; it shows which roads are ongoing, and the roads which are planned. Yes, Hon. Peter.

3.35

MR PETER WOKORACH (NRM, Aswa County, Gulu): Thank you, Madam Speaker, for the opportunity. I would like to appreciate the senior minister, Gen. Katumba. Early last year, I received a commitment from the ministry, signed by the General himself, saying, under the refugee roads, Gulu-Patiagu Road must be done concurrently with the road joining Atiak and Lamwo.

Each time the minister makes a statement, he seems to be silent about the refugee roads. May we know, from the ministry, what is -

THE SPEAKER: Thank you. The honourable from the Islands.

3.36

MR PETER OKEYOH (NRM, Bukooli Island County, Namayingo): Thank you very much, Madam Speaker. Honourable minister, one of the areas addressed by NDP IV is maritime transport; transport by water. There are opportunities that we could take advantage of Lake Victoria by having vessels moving

through Kisumu to Majanji or Lugala through Sigulu, and we would save the country a lot of money. What are you doing to explore the area of maritime transport?

Secondly, honourable minister, I also want to draw your attention to the ferry landing point at Watega. That road that goes to Lugala through Bujuanga and Simase to Watega is a national road connecting to the ferry point. The ferry carries a lot of cargo, but the district cannot maintain that road. What are you doing to help us?

THE SPEAKER: Thank you. Hon. Sowedi?

3.37

MR SOWEDI KITANYWA (NRM, Busongora County North, Kasese): Thank you, Madam Speaker. In NDP IV, road no. 90 is the Ngenda-Bugoi Nyakarengijo Road. The people of Busongora North have been waiting for this road for a very long time. I would like the minister to update them on when the works are about to start.

THE SPEAKER: Thank you. Yes, Hon. Eddie.

3.37

MR EDDIE KWIZERA (NRM, Bukimbiri County, Kisoro): Madam Speaker, thank you very much. The people I represent are wondering if voting for a government 100 per cent does not get corresponding developments. The Kisoro-Kuringo-Rubuguri Road has been in the Government records for more than 20 years. They are saying, “Should we continue voting 100 per cent or should we change?”

Secondly, the minister came here with a 13-page statement and on page number 3, says “They are partially suspending 27 roads, pending the finance releasing the funds.” The minister for finance is here, and the minister for works. The President has now written.

Therefore, can't we get guidance, because last time we asked, can you budget for 65 roads? The minister said, “Yes.” In the policy statement, we have more than 65 roads, but we have failed to take on even half.

Honourable minister, are you amending the statement that you brought here, suspending the 27 roads in view of what the minister for finance has told you and in view of what the President has said? We need this to be clarified. I thank you.

THE SPEAKER: Thank you. Yes, Hon. Christine Apolot.

3.39

MS CHRISTINE APOLOT (NRM, Woman Representative, Kumi): Thank you very much, Madam Speaker. I would like to appreciate the minister for the responses. Aware that this Parliament passed a loan to work on the Kumi-Ngora-Serere-Kagwara Road, the Rt Hon. Speaker went ahead and informed the people –

THE SPEAKER: That was yesterday. Do not worry; that road is going to be worked on.

MS CHRISTINE APOLOT: Madam Speaker, we need an update to the voters on how the ministry is handling the road.

THE SPEAKER: To the voters out there in Kumi and Kagwara, the road is going to be worked on. The loan was approved by this House; it is in the plan and the NDP IV. We are going to work on that road.

3.40

MR ALEX RUHUNDA (NRM, Fort Portal Central Division, Fort Portal City): Thank you very much, Madam Speaker. It is of great interest to note that the NDP IV has a master plan that caters for the transport network in the country. If we can align it and follow with the budget, that would put Uganda to a high standard.

Madam Speaker, I am one of those who monitor the road network, and I have been engaging the Minister of Works and Transport, especially on the Fort Portal-Kampala Road. He has been giving me updates, only that I got disappointed during the voting period because I had told voters that the internal system in the ministry was going to cater for Kyegegwa and Kyenjojo, which did not materialise, and so I suffered some injuries.

However, Madam Speaker, I would like to raise an issue on the new cities because they must be modern. One of the best ways - because I have seen it in the NDP IV - is through air transport because we must connect these cities by flying. We do not need to go and -

THE SPEAKER: Honourable member, other people are talking about murrum roads; you are going - (*Laughter*) - let us first finish maintenance of - (*Hon. Ruhunda rose*) Honourable member, let us first finish the issue of the roads, then we will handle the other one directly with the minister.

MR RUHUNDA: Let me drop it. I have one point of reinforcement. Within the cities, some roads belonged to UNRA. This has now made the planning of our roads very difficult, since UNRA was disbanded. When we look at the new Uganda Support to Municipal Infrastructure Development (USMID) for cities, it caters for close to 22 kilometres of tarmac.

However, when you have the Ministry of Works and Transport now handling the major roads, bypasses and other connecting roads, they are saying those cannot be included in the USMID for cities, and that makes the whole thing look like a sham -

THE SPEAKER: That is why we have asked for guidelines on how those roads should be worked on.

MR RUHUNDA: Madam Speaker, I request the minister to harmonise with the new cities such that if need be, these other roads that are not even - (*Member timed out.*)

3.42

MR AMOS OKOT (NRM, Agago North County, Agago): Thank you, Madam Speaker. I request the minister to consider and put this as an emergency - the Kitgum Matidi-Wol-Kalongo Road is impassable. It is a murrum road, and for almost two to three years, we have struggled, especially when the rain is too much. Then also there is the Pajule-Pader-Kalongo Road, which also needs an emergency response.

Madam Speaker, there is a spot in a place called Adjumani, then Ora Ka Tuk in Wol area - I do not know why they cannot put real murrum, instead of grading it. It is better to put good murrum, so that it can help us.

Finally, there was a design in the Financial Year 2013/2014 to consider putting tarmac on the road from Pajule, via Pader, to Kalongo, but it is as if all those plans have gotten lost somewhere. May you consider bringing those on board because it is only Agago that does not have any tarmac in the Acholi Subregion?

3.44

DR GEORGE BHOKA (NRM, Obongi County, Obongi): Thank you, Madam Speaker. Honourable minister, the Obongi ferry is on the verge of being closed because Sinyanya is cut off. A joint assessment team came on the ground and recommended improving the drainage. No action has been taken. A call-off order was initiated in February; to date, no action has taken place.

Secondly, Shs 2.4 billion was sunk in a bridge called Kochi Boma, with support from the Development Response to Displacement Impact Project. The project has stalled because of Shs 800 million, which was saved and swept back to the Ministry of Finance, Planning and Economic Development. Minister for finance, we would like assurance on when that money can be returned to the district to work on the strategic Kochi Boma Bridge. Thank you.

3.45

MS MARGARET ALEPER (NRM, Woman Representative, Kotido): Thank you, Madam Speaker. I would also like to thank the minister and the ministry, for that matter, for maintaining the Kotido-Moroto murrum road under your courtesy.

However, I would like to inform and remind the minister that there is a road from Kotido, via Abim, Amuria, Kotido, Abim and Otuke, which is in a very deplorable state and yet, we are now receiving heavy rains. This is a road that is mainly used by buses from Kotido to Kampala, Soroti and Lira, but they get stuck

there for almost two days. This road should attract urgent attention from the ministry for its maintenance.

Secondly, there is the Kotido-Kabong-Kidepo Road, which has been earmarked for quite a long time to be tarmacked. I saw, in the NDP IV, that it is still at the feasibility stage; it has been there for 15 years. I am wondering how long the feasibility study for the Kotido-Kabong Road will take. Thank you.

3.46

MS JESCA ABABIKU (NRM, Woman Representative, Adjumani): Thank you so much, Madam Speaker, for this opportunity. I would like to thank the honourable minister and the team for the work done, amidst a lot of challenges being faced.

He talked about stations, which are not active, and that is where the Madi Subregion lies, because we have our station in Moyo. Can he elaborate on the challenges that are preventing these stations not being active and how and when he is going to ratify, so that our challenges are addressed?

Two, on the Sinyanya-Obongi Road, some of our learners study from the Obongi side. The Sinyanya road is cut off; therefore, many learners are not going to school. Can the Government prioritise this road?

Lastly, the honourable minister promised to decentralise the regional mechanical workshops, and I agree. However, before we do that, can the honourable minister bring a report on the status of these workshops so that we can jointly provide remedies or recommendations on how to make them more active, especially the one in Gulu? Thank you so much.

3.47

MR IBANDA RWEMULIKYA (Independent, Ntoroko County, Ntoroko): Thank you so much, Madam Speaker, for the opportunity. I thank the honourable minister, Gen. Katumba, because he is a very hardworking minister and he is doing a lot, even though he is facing financial challenges. (*Applause*) I know that because I sit on the Committee on Physical Infrastructure.

THE SPEAKER: He is hands-on.

MR RWEMULIKYA: Yes, I can confirm that. I am pleased with the information on Mityana-Mubende Road because that is my way to Ntoroko, then Kyegegwa to Kyenjojo. However, honourable minister, we are forgetting the Fort Portal-Ntoroko-Bundibugyo Road. That is a very critical road. When you are entering Bundibugyo, there is a section that has curved in. There is a big problem.

Secondly, we have this critical oil road –Karugutu-Ntoroko, with a link to Rwebisengo. It has been in your budget since 2016. How many years now?

Recently, I received a communication stating that a contract was signed in 2023. However, up to now, we have not seen anything happening. I think the minister of finance should tell us because they told us that you were with those documents, since the Solicitor-General cleared them. It is now under the Ministry of Finance, Planning and Economic Development to clear terms of financing the road. We would love to get the update from the minister.

How far have you gone? The road has been in the budget since 2016, and it is so disturbing. Thank you.

THE SPEAKER: Thank you. Yes, Hon. Christine Kaaya.

3.49

MS CHRISTINE KAYA (NUP, Woman Representative, Kiboga): Thank you, Madam Speaker. I concur with you that not all that is needed on the roads concerns money. Some issues, especially the challenges that we heard in his report, were on the recurring climate change issues. We have not been updated on the adaptive engineering proposals. We cannot keep lamenting year after year; which engineering designs have been put in place to ensure that the roads that will be constructed can at least stay for some time?

Madam Speaker, my road is number 24 under your guidance, the Busunju–Hoima Road. The

people were well compensated, but there is the issue of land titles. Somebody cannot wait for a land title for 10 years when it has never been brought back to them. These are the land titles people have been using as collateral to borrow money for school fees for their children.

Who has the land titles? Is it the ministry of works? Is it the ministry of lands? Who is taking that lot of time without removing their portions?

Madam Speaker, it is too much on our people and a group of people along Busunju-Hoima Road whose land titles have been missing for over 10 years are almost bringing a petition to you. I thank you.

THE SPEAKER: Thank you. Yes, Hon. Ssewungu

3.51

MR JOSEPH SSEWUNGU (NUP, Kalungu West County, Kalungu): Thank you Madam Speaker. Allow me to thank the Hon. Gen. Katumba Wamala. Sincerely, he knows all the roads of cuff, but the issue is about money.

Some of us come from smaller districts. Hon. Gen. Katumba, Kalungu District's main road is less than 65 kilometres from Bukalasa to Lwabenge. You talked of the Katonga Bridge, which has two parts which broke.

For the bridge in Lwabenge, there is no work going on. Honourable minister, let me inform you, as you are write - the Speaker has given me some time - Madam Speaker, what I was telling the minister is that some of us come from small districts. As for my district, the main road of the district is less than 65 kilometres from where it starts from Bukalasa Seminary to Lwabenge; that is the subcounty. We are not anywhere in any NDP. We are not known.

However, we have the Katonga Bridge, which broke, that was connecting Gomba and Masaka, and a very useful road, but that bridge has not been worked on.

Lastly, honourable minister, when you talk about a station being active to Members of

Parliament, it is I, the Member of Parliament, calling the station manager about the broken roads to come and do routine maintenance. Failure of that, nothing is going on. We have called the ministry of works several times, but they say they have no money. I know you are doing a good job.

As a minister, you have to take collective responsibility, but as Parliament, Madam Speaker, we must push money to this ministry. Thank you. We need to push for money; we must give you money to work on our roads.

THE SPEAKER: Thank you. Yes, Hon. Apio

3.53

DR EUNICE APIO OTUKO (UPC, Oyam County North, Oyam): Thank you very much, Madam Speaker. Over the past year, it was repeatedly stated by the Government, through the honourable minister, that the Ayer-Bobi Road that passes through my constituency would be tarmacked in preparation for the hosting of the AFCON tournament. However, to date, we have not seen any signs. So, I would like to request the honourable minister to please clarify if we are still going to have it tarmacked.

Then secondly, honourable minister, we have serious problems with all of the roads; the national and local government roads. My constituents and I are extending an invitation to you on a tour of our roads so that you and I, and the rest of the constituents, may have a conversation about these very important aspects. Thank you very much.

THE SPEAKER: Thank you, Masaka. Is that Masaka City?

3.54

DR ABED BWANIKA (NUP, Kimaanya-Kabonero Division, Masaka City): Thank you, Madam Speaker. My colleague comes from the rural so *-(Laughter)*

Madam Speaker, about our capacity to maintain roads, we cannot maintain these roads unless we build capacity as a government. We are rolling out civil engineers from universities

everywhere in this country. However, when you go to Makerere, they do not have a single equipment. They do not train on any equipment. We cannot maintain roads based on foreign maintenance contracts. We need to develop our capacity as a nation so that we can maintain our roads.

Secondly, honourable minister of works, why did you omit Masaka City from the National Railway Network? I have seen your master plan. You have networked all other cities. The railway goes to Mbarara, and it does not go to Masaka. We are 89 kilometres from the Mutukula border, which is another very important entry point for trade in this country. However, you omitted us in your master plan. What is the problem?

THE SPEAKER: Thank you. Let us hear from Hon. Nancy, Hon. Muwuma, and Hon. Tony.

43.55

MS NANCY ACORA (Independent, Lamwo County, Lamwo): Thank you, Madam Speaker, for giving me the opportunity. Honourable Minister of Works and Transport, I would like to find out the status of the road from Kitgum to Ngomoromo via Padibe because this road was also included in the World Bank project under the refugee window. The people of Lamwo have been yearning and waiting.

Lamwo, being a border district bordering South Sudan, is also the food basket for this country, yet the road is really in a deplorable state. For so many years, we have been waiting for when the road is going to be done. Being aware that the Government of Uganda is supposed to do the design, and the money for working on the road will be given by the World Bank, it will be very prudent for you to give us clarification.

In addition to adding on what my brother, Hon. Mapenduzi, stated, the road that goes to Atiak via Palabek from Kitgum; those are the two roads that, when worked upon, the people of Lamwo and East Acholi will really be very grateful.

THE SPEAKER: Thank you. Yes, honourable member from Iganga.

3.56

MR MILTON MUWUMA (NRM, Kigulu County South, Iganga): Thank you very much, Madam Speaker. Allow me to also thank the minister for the good work he is rendering to the country.

Madam Speaker, on 20 December 2020, the Head of State, our President and the Minister came to Iganga and launched the tarmacking of Iganga–Walugogo–Luuka–Kamuli Road. The ground breaking ceremony was done, and everyone got excited. However, in an hour, the road unit disappeared, and to date, there is nothing, no drop of tarmac - (*Interjection*) – 20 December 2020. These are five years down the road.

Madam Speaker, it is a season of politicking and electioneering. We are failing to explain to the four or five districts that use this road. May I request - (*Interruption*)

MR MUGEMA: Thank you, Madam Speaker. To my good minister, personally, I am very appreciative. I called the Minister and he invited me to his office. As I talk, they are making my road network in the municipality. The trucks are very busy doing a very good job for the five kilometres.

However, to remind you, the President had promised us, as Hon. Muwuma is saying - to me he had promised five kilometres. If we can make an addition on that, automatically, I will come back to Parliament. Thank you.

THE SPEAKER: Eh! *Panadol*, you can smuggle.

MR MUWUMA: Thank you, Hon. *Panadol*, for the information. Madam Speaker, one other road in Iganga that initially belonged to UNRA is Iganga-Nakigo to Bugweri. It is impassable, as we speak. It is a Ministry of Works and Transport road and I also need an update on this.

THE SPEAKER: Hon. Tonny - We need to get responses from the minister.

3.59

MR TONNY AYOO (NRM, Kwania County, Kwania): Thank you, Madam Speaker. I would like to thank Gen. Katumba, the Minister of Works and Transport. However, regarding one road that connects Kwania District Headquarters to Nambieso subcounty where a health centre IV is being constructed, in the Financial Year 2023/2024, under UNRA, a budget was put in place but work was not done.

In the last Financial Year 2024/2025, a budget of Shs 72 million was put but no work was done on this road. Honourable minister, what plan is there because the road is lying along Lake Kwania and it is flooded.

Two, the President had directed that a ferry be put connecting Kwania to Amolatar District but to date, no action has been taken. What plan is there for this ferry?

Finally, the construction of Rwekunya-Apac-Lira-Kitgum road is ongoing but there are still persons affected who have not been compensated, including me. What plan is there and when are we going to have our money? Thank you.

THE SPEAKER: Hon. Richard and Hon. Tom -

4.01

MR RICHARD WANDA (NRM, Bungokho Central County, Mbale): Thank you, Madam Speaker -

THE SPEAKER: There is a procedural matter.

MR KIRUMIRA: Thank you, Madam Speaker. Last year, the Prime Minister informed this House of the urgency to recall a ferry that was meant for Bussi Island to facilitate movement along Karuma. Would it be procedurally right that we get answers from the minister on when the ferry will be - *(Member timed out.)*

THE SPEAKER: Do not smuggle in something. Hon. Richard -

MR WANDA: Thank you, Madam Speaker. In 2022, the President, on his visit to eastern Uganda, promised a number of roads, but I will be very specific on the road from Bugema, which is in Mbale City, through Mbale District to Busano up to Bududa, Hon. Nambeshe's constituency, that was supposed to be tarmacked but is not in this plan.

However, the biggest issue now is that for all these years, the road has never received any murrum on it. They simply grade and given the volcanic soils that we have, a one rain shower will fall and it is gone. May I get an update from the minister as to why the team has never put murrum on the road? Hon. Tom and Hon. Hellen -

4.02

MR TOM AMOOTI BRIGHT (NRM, Kyaka Central County, Kyegegwa): Thank you, Madam Speaker. I appreciate the minister, Gen. Katumba Wamala, for the promise of Kyegegwa-Kyenjojo Road. Indeed, it has been a death spot and many tourists have been scared to go that side. The business community has been complaining about the same manner.

We also have other roads, for example Kyegegwa-Hapuyo-Kakumiro road. That road is in a sorry state and as we speak, there are over 15 trucks parked on the Kyegegwa-Hapuyo road. It was the Fort Portal Station of UNRA and it is no longer in action.

We called the engineers but they were not responding. They said that they do not have finances. Others said, "We are no longer there." We would like to know, through the minister, how far it will go because the situation is alarming.

THE SPEAKER: Hon. Hellen and Hon. Gorreth -

4.03

MS HELEN NAKIMULI (NUP, Woman Representative, Kalangala): Thank you, Madam Speaker. I thank the minister for giving us the report and for being a brilliant man. No wonder he comes from the Ssesse Islands.

On page 418, there is what my brother Hon. Okeyoh talked about; the Multinational Lake Victoria Maritime Communication and Transport Project.

Communication is about rescue centres and boats. The Government has so far bought rescue boats but the rescue centres have not yet been constructed.

In Misonzi, in my area of Kalangala, the contractor was withdrawn. He was not given the contract because he failed. I would like to know from the minister how far you are with getting another contractor to construct the rescue centre in Misonzi.

Madam Speaker, we want to have rescue centres to rescue people from accidents on the lake. Unfortunately, we are not looking at marking dangerous spots on the lake. You, at one time, guided that I talk to the minister about it. I did but nothing has yet been done. If we want to remove this problem, the solution, honourable minister, is for us to mark the dangerous spots on Lake Victoria to avoid getting these accidents.

Also, we need to survey the lake. Lake Victoria was last surveyed in 1955 and if we do not do this, accidents are going to happen. We shall have the rescue centres but they are going to rescue dead bodies. Therefore, we need to survey the lake to ensure we do not have accidents. Thank you.

4.05

MS GORRETH NAMUGGA (NUP, Mawogola County South, Ssembabule):

Thank you, Madam Speaker. It is unfortunate that the noble Minister of Finance, Planning and Economic Development is not around. The statement from Gen. Katumba Wamala to this House was –

THE SPEAKER: Hon. Gorreth, your issues will be solved and this is not your size mate. *(Laughter)*

MS NAMUGGA: Madam Speaker, we are speaking about funding of the budget for the

Ministry of Works and Transport and in his statement, the President said that leaders should stop stretching Uganda's limited funds. We are here speaking about a budget that was allocated to the Ministry of Works and Transport but funds have not been released.

I agree that we have requests from different parts of the country. Gen. Katumba Wamala is aware that Kyabakuzza-Matete Road has remained an unfunded priority for the last 40 years, and every time he tells us that we shall have that in the budget.

However, the minister was very clear; he stated the strategic recommendations and priority areas. He said that we should allocate dedicated funds for the payment of arrears. We need Shs 1.1 trillion.

Number two, we want money to be allocated or ring-fenced for periodic maintenance. We want Shs 850 billion. The other area is that we want money allocated for is the acquisition of land and compensation, so we are here for money. We are not here to lament.

The Minister of Finance, Planning and Economic Development should tell us when we are receiving the money. Honourable colleagues, we are going to lament. The issue is that the minister brought a statement and said, "I do not have money."

Therefore, Hon. Musasizi and his company, where is the money? We want money to have these works executed as soon as possible – *(Member timed out.)*

THE SPEAKER: Which company? It is the Minister of Finance. Honourable minister, can we respond to what has been raised? Maybe –

GEN. KATUMBA WAMALA: Madam Speaker, should I go ahead and respond?

THE SPEAKER: Yes, to all that has been raised.

GEN. KATUMBA WAMALA: Thank you, Madam Speaker. Honourable members, I highly

appreciate your concerns and observations. I will try to respond to most of the issues raised. Those which I will not be able to respond to today, I will ensure that I respond to them in writing.

THE SPEAKER: The Leader of the Opposition wants to give a rejoinder. Honourable members, before we hear from the Leader of the Opposition, we have pupils and teachers from Kyakwanzi Trust Primary School, Kyakwanzi District, who are represented by Hon. Sendawula Christine and Hon. Bingi Patrick. You are all welcome.

4.08

MR JOHN BAPTIST NAMBESHE (NUP, Manjiya County, Bududa): Thank you, Madam Speaker. Mine is a quick one to the minister that would require to review that directive by the President on the way the Shs 3.7 trillion has been allocated to the roads.

Madam Speaker, the President was very unequivocally categorical when he mentioned the road from Mukono-Lugazi-Jinja. It therefore leaves the whole of eastern Uganda missing out on this allocation of the Shs 3.7 trillion. That raises serious concerns because I have received numerous calls and the President brought it out very clearly.

Western Uganda is a beneficiary; central is a beneficiary, and Northern Uganda is equally that. Doesn't this horribly go in breach of the National Objectives and Directive Principles of State Policy (XII)? It clearly states on balanced and equitable development that, the Government should ensure, in the allocation of the budget or resources, balanced and equitable development or rather sharing out of the resource. That is a serious concern.

Secondly, the issue of the false hopes - let me not call them "false hopes," because I trust you. I have interacted with you and you have promised that this time round, for the Bududa circular road, you have already procured a contractor. However, what would have required your ministry, which is managing the National Roads Maintenance Programme - it covers

both paved and unpaved roads. This road has had a very important bridge, which has cut off access to the hospital for the people from Kenya, Namisindwa, Manafwa and the other side of Mbale.

We expected, after you made another promise, which has never been honoured, to have had an emergency operation to have that bridge fixed. It was your colleague who made that pledge. Could you please consider it as an emergency that requires urgent intervention, because the hospital can no longer be accessed? Thank you.

THE SPEAKER: Thank you. I also want to refer the honourable Leader of the Opposition (LOP) to page 310 on Integrated Transport Infrastructure and Services. It does not only refer to roads but also looks at the standard gauge railway, and then the meter-gauge railway. Both the standard gauge railway and meter-gauge railway pass through the east: Tororo, Mbale, Soroti, Lira, Kagwara - let us not be mean to the country. All these are in the east. As leaders, let us represent all the people of this country.

GEN. KATUMBA WAMALA: Yes, thank you very much, Madam Speaker. Let me correct that impression that the road is going to end in Jinja. That road, as I said, is our artery. It is the aorta of this country. It goes up to Malaba.

The road is going to be joined with the rehabilitation of the road from Kamdini-Lira-Soroti-Mbale-Tororo. You can see the whole network will be linked. Remember, we are also rehabilitating the railway line from Tororo. So far, the old meter gauge has reached Soroti heading to Gulu. The railway line from Kampala to Malaba is already functional. The standard gauge will start as soon as the contractor finishes the mobilisation and setting his camps for the works to start; so we are addressing the whole country.

On the issue of liabilities from Uganda National Roads Authority (UNRA), I agree. When you inherit, you inherit liabilities and assets. There are some liabilities we inherited. Among them was the issue of compensation of the Project

Affected Persons (PAPs). I think somebody also raised the issue of the land titles. On the issue of the PAPs, the compensation is still very big, as has already been observed by an honourable member, but we are going to try.

Our idea and decision is that we focus on compensation now for mainly projects where we have contractors, so that they do not charge for idle equipment. These include the Nakawuka complex, the Kira-Matugga, Rwenkunya-Apac Road and those other areas. We are going to concentrate the compensation there so that we have the contractors able to move.

On the land titles, I have already instructed our land acquisition team to get all the land titles, which they have, on project by project basis. Very soon, we are going to be handing back these land titles after severing off what is required for our projects. It has been unfair for us to hold land titles for more than even 10 years because then, you deny the owner the use of his land and the rest.

On Kitgum-Karenga-Kidepo Road, we already signed the contract. It was already being funded by UK Export Finance (UKF). The only challenge which we had was the precondition that we must confirm that we have five per cent as Government contribution. That has now been confirmed, it is in this year's budget. Therefore, the Kitgum-Orom-Karenga-Kidepo Road will start.

On the issue of the compensation for the PAPs, we also have the money in this year's budget, once we start the releases. The first quarter was not so good, but we have been assured by the Ministry of Finance, Planning and Economic Development that the second quarter will be better. Hopefully, we shall start compensating the people.

On Gulu-Lamwo-Kitgum road, which is that one?

MR MARTIN OJARA: Honourable minister, this road runs from Gulu via Patiko to Lamwo to Palaro.

GEN. KATUMBA WAMALA: That one will be done when we are doing Atiak-Paloro-Palabek-Kitgum Road. We shall do Gulu to Patiko to Paloro to join. That road is under the refugee project by the World Bank. The World Bank wanted to check whether we are going to effectively do the Koboko-Yumbe-Moyo Road under the refugee project. If we do that well then they will be able to fund this project so this is what we are doing.

I know that the Gulu-Patiko-Paloro Road is not even accessible but I have instructed my Gulu team to have that road opened up – *(Interruption)*

MR AOGON: Honourable minister, just to give you information about that Atiak Road, I passed there one night and it is terribly terrible – *(Laughter)* You should start from there. The Uganda People's Defence Forces (UPDF) was using that road to South Sudan to deliver peace there. The road is very bad.

GEN. KATUMBA WAMALA: That is the one I said that the Gulu-Atiak-Nimule Road will be under reconstruction because it has deteriorated. To that, I will also answer with the road from Kitgum-Palabek-Ngomoromo. It is also under the refugee project. However, because of trade between Palabek, Kitgum, Ngomoromo and South Sudan, we are trying to maintain it so far using our own resources.

On Moroto-Lokitanyala Road, it is about 85-90 per cent ready. We are only left with a very small stretch to finish, but the compensation is lagging. As I said, if we get the money in the budget, we shall compensate.

The Nadunget to Moroto stretch has been a disappointment because it failed before the time of the road. However, we have already got a company; China Railway No.3 (CR3) doing Moroto-Lokitanyala and we contracted them to cure and treat the Nadunget-Moroto stretch. That will be done.

Madam Speaker, regarding Moroto-Lukilinyama on the border; that is a murrum road, which we should be able to do using our

own resources. The challenge, of course as I said, is resources but we know the roads.

Masindi-Gulu potholes were filled by our people. For Masindi-Biso, we owe the contractor, China Railway No.7, Shs 111 billion. It was in my report. Therefore, we need to pay the contractor so that they can finish the road.

Regarding Koboko-Yume-Moyo, I have talked to the Minister of Internal Affairs and I think that will be addressed.

Laropi Ferry and Laropi Bridge. We have finished the design for Laropi Bridge and it has been approved by an independent consultant and the bank is willing to fund it. We are now in the final negotiations to fund the Laropi Bridge and then we shall remove the ferry. Possibly, we will take it down to Obongi where we have a challenge with its ferry.

Talking about the ferries, we are actually in advanced stages of doing a detailed and comprehensive rehabilitation of the ferries. Most of them are not doing very well but we are going to rehabilitate them. This will answer the Bussi Ferry which has been doing some work under the Pakwach Bridge which was being threatened by the floating island. We had to take the Bussi ferry there. I am in talks with the Bussi team and we are soon finalising the landing site, and the ferry will come back.

On the Katine-Ochero Road, we had moved to the final stage but then we got a whistle-blower. Now, when a whistle-blower comes in, the bank stops everything. The company that had been selected had issues and the bank stopped the process and advised that we re-advertise and get new contractors which has been done. We are going to the selection process.

Madam Speaker, the bank has a system that for every stage, they must get a no objection from their headquarters, which has been delayed but I think it is now on the right course. Therefore, the Katine-Ochero Road will soon be completed.

Regarding compensation for Nyakambu-Nyakabirizi-Nsika at Kabwohe, the compensation of these people has not yet been done and we need about Shs 29 billion. This is what I told the Minister of Finance, Planning and Economic Development; that if we get Shs 29 billion, we can start the compensation so we can acquire some land for the contractor to start as we get more money. As I said in my report, compensation is one of the biggest challenges we face on the project.

I have already answered Atiak. On maritime, we are keeping an eye on maritime transport. We are not neglecting it. We have rehabilitated MV Pamba and it is now plying between Port Bell, Mwanza and Kisumu. MV Kawa, which was also grounded, is now about 85 per cent ready. We hope that by September, it will be back sailing.

Madam Speaker, there is a private player who has also put a big ferry on the waters of Lake Victoria called Mpungu, which can take 20 trailers. It is a drive-on and drive-off. You can put on 20 trailers of cargo and it moves up to the other side. We are cognisant of the fact that Tanzania is aggressively developing the standard gauge and very soon, it will be in Mwanza. Therefore, traders may be moving towards using that corridor. So, we must be able to evacuate the cargo if dropped at Mwanza. We are developing that capacity within the Uganda Railways Corporation (URC). Of course, URC is still challenged with no funding; they are just struggling. We have a project under the African Development Bank moving slowly but we will be moving.

The Busongora—Nyakalingijo Road is a national road. We cannot tarmac it as of now. However, I will make sure we maintain it.

Madam Speaker, Kumi-Serere-Kagwara Road project is under the Islamic Development Bank and mostly everything has been done. The Islamic Development Bank is in talks with the finance ministry to finalise the financing terms. One of the new issues that the bank is bringing up is that they want to pay everything, including land compensation so that we do not

waste time getting counterpart funding but get it as a package, a matter which Finance is still discussing to see how practical that will be. Otherwise, we are ready for the Kumi–Serere-Kagwara Road.

Madam Speaker, this will also be picked up by the Bukungu-Kagwara-Kamuli (BKK); the two ferries and they should be ready by October. What delayed them was the landing sites because the contractor who had been contracted lacked money and deserted the construction landing site. Hopefully, we shall be able to finish that.

Kyabakuza-Matete Road *-(Interjections)* - No, no. We know about Kalungu.

THE SPEAKER: Honourable minister, go by what you have written. Do not allow these Members -

GEN. KATUMBA WAMALA: Yes, Madam Speaker. Kitgum-Matidi-Waal-Kalongo Road is a big challenge and as it slopes down in Kalongo, the terrain is very challenging and I know the district cannot manage. We shall ensure that Kitgum station addresses the issue of the Kitgum-Matidi-Waal-Kalongo Road.

On the Pajule-Pader-Patongo Road, under the project we are doing now; Rwekunyeye-Apac-Lira-Puranga Road on the section of the Puranga-Acholibur Road, we are going to have a loop to Pader District through Pajule. So that will address the Pajule issue and some tarmac into Pader.

Madam Speaker, Pader is just like Kalungu. There is no tarmac in Pader. Tarmac goes like this - but we will get there.

Obongi Ferry is not in a very good state. We need to have a full rehabilitation of the ferry. Hopefully, when we start the construction of the Laropi Bridge, we shall relieve that more serviceable ferry and bring it downwards.

The Koch Goma Bridge is under the Development Response to Displacement Impact Project (DRDIP) in the Prime Minister's Office so I cannot respond on that.

Lira-Otuke-Abim-Kotido Road is the road in the National Development Plan (NDP) IV. We will see whether we go through Achanpi or we first go to Kotido to Abim through Lira. Otherwise, we may eventually go to Achanpi and down to Soroti.

Madam Speaker, Kotido-Moroto-Kaabong Road is a tourism project. Already, the China Communications Construction Company (CCCC), the contractor who did the Entebbe Expressway, is in discussions with the finance ministry to pre-finance the project all the way from Moroto, Kotido-Kaabong-Karenga and up to Kidepo.

Regarding the challenges of the station in Moyo, Madam Speaker, I do not think they have a lot of challenges. The challenge has been the delay to enable them to work, but that one we are resolving. The station managers who are out there are very industrious. They want to work. Once we solve this issue of them being allowed to operate their accounts, I think you will see a difference.

Regarding the Karugutu-Ntoroko Road, there is already a contractor; Afcons, who is supposed to do that road. It has taken a while because, I think, again, of funding mechanisms. However, this is an oil road. It is package four of the oil road. It is going to be done soon because we are doing Lusalira-Nkongwe now to Lumegere to Sembabule. So when we do that, Afcons will also come and do Karugutu-Ntoroko.

Therefore, the maintenance of Fort Portal-Bundibugyo is critical because that is the only route which the people of Bundibugyo have. We have also China Communications Construction Company (CCCC) on that route to do a framework contract for maintenance up to Lamia.

What are the adaptive engineering technologies which we are adopting to ensure that our roads survive the vagaries of nature? These are things which we do most of the time. All our projects, 90 per cent of them, must have the Environmental and Social Impact Assessment (ESIA) done and through that, we ensure

that the roads we are doing are resilient to the environmental changes. Of course, it is a big challenge because, as you can see, it is unpredictable. I think you saw what happened in Texas recently. Within 45 minutes, things had changed. However, we have ESIA in all the projects which we do.

Hon. Ssewungu, your road. I can bet with you that we can go and see the progress of the bridge on Upper Katonga. It is being done by a company called Rodo. Even as I leave here, I can give you their contact and you can check with them. They have done some work. They have now put up the pillars and are now doing the box culverts for relief. So, the two bridges are being done concurrently; the bridge downstream and the bridge upstream. *(Interjections)* The tarmacking may come later. *(Laughter)*

Bobi-Iceme-Corner Aboke-Corner Ayer

That road is under the AFCON project. Yes, it is under the AFCON project and we hope to do it together with Gulu Airport, which is going to be expanded. AFCON is planning to use Akii Bua Stadium, which is being done. We think that if they land in Gulu, they can drive shortly through Bobi-Iceme-Corner Aboke to Lira. It will be a faster movement.

Training of operators and maintenance team

Madam Speaker, we have established a training centre, again, with the assistance of JICA and the Japanese Government at Luweero and the centre is called the Mechanical Engineering Training and Advisory Centre (METRAC). This is where we are going to train operators and maintenance teams for our machines. It will be useless for us to keep buying machines if we cannot maintain them properly. They will not last. Therefore, we have that being done.

We are also working with the National Council for Higher Education so that the people trained there can have certified certificates and they can be able to work anywhere within East Africa.

Kitgum-Palabek-Lagoro, I talked about that.

Iganga-Bulopa-Luuka

The contractor who has now been identified for that role is Arab Contractors, the one who did Tirinyi-Pallisa-Kumi-Kamonkoli Road. He is going to be on site by the end of September to start setting. This time, the equipment will not walk away *(Laughter)* - *(Interjections)* - the railway to Masaka - good thought. I think we will think about it.

There are a number of things we have been thinking about; how to link Masaka, including developing ports like Bukakata Port and Lambu Port and the bridge to Kalangala. *(Interjections)* - Yes, I have not yet promised that, but it is something we are investigating. Yes. *(Laughter)*

Kyegegwa-Hapuyo-Kakumiro

This is the road which is commonly known as the Liberation Road. It starts all the way from Kazo to Kabogole, Kyegegwa through Hapuyo to Kakumiro up to Kisiita - *(Interjections)* - Yes, it has been earmarked for tarmacking, but I am not sure whether we shall be able to do it in National Development Plan (NDP) IV. However, we are going to maintain it as good murrum.

Rescue Centres

Yes, we have established the rescue centres. In Misonzi, we had a challenge because there was over-flooding and we could not put the - and when we got the contractor, he did not measure up and so we stopped him. We are re-engaging a new contractor.

We had another site at Mwena, but we could not also work at Mwena because of the rising of the lake. However, the rescue centres are now functional. I agree with you that we need to mark the lake, but we are having a project under East Africa because, as you appreciate, Lake Victoria is an East African facility. It is for Kenya, Tanzania, and Uganda.

Therefore, working with our partners, we have moved and also convinced the African Development Bank, which is supporting the

rescue centres that we need to start marking the lake and also carry out a detailed survey and update of the lake to ensure that the lanes and lines are properly marked.

Land titles

I have now instructed my team under the Ministry of Lands, Housing and Urban Development that they now put the land titles project by project. Identify, for example, the land titles on Kiboga Road, the land titles on the Kampala-Jinja Expressway (KJE), the land titles on Masaka-Sembabule Road, so that we can hand them back to the owners, and we will be communicating that.

Luweero-Butalangu Road

This road is progressing. It may be slow, but one of the challenges was, of course, land compensation. You know, some of the challenges we had, even with some of the local judges who are refusing us access to land.

On that issue, they are progressing but Butalangu to Ngoma is not within this NDP, but I know that we need to connect that, and I know that we need to connect Butalangu to Kapeeka to Kituuma, but those connections are not within this NDP. However, I can assure you that Luweero to Butalangu will be finished.

Madam Speaker, Kyabakuzza-Matete road, we shall maintain. It was instructed that we have to do up to Mbirizi. We need to do that road because it is a shortcut to someone going to Mbarara if you go through Sembabule. But again, "*omutaaka*" the challenge is the funding. Thank you very much.

THE SPEAKER: Thank you. Honourable minister, are you done?

GEN. KATUMBA WAMALA: Madam Speaker, I think - Manibe to Terego, that is not yet done. We are now doing Ure to Yumbe. When we finish that – but it has also been flagged as an essential connection. Hopefully, we will be able to connect later on that one.

THE SPEAKER: Honourable members, you have heard what the minister is saying –

GEN. KATUMBA WAMALA: Madam Speaker, I think I have covered quite enough of this. About the town roads in Binyiny Town Council under Kapchorwa-Suam, I will double check. I do not know whether they were part of the project. I know the extra work was the one kilometre to the diocese headquarters. As far as I am concerned, Kapchorwa-Suam project is done. Only markets. Thank you.

THE SPEAKER: Thank you. Hon. Ojok, what is it?

4.38

MR ANDREW OULANYAH (NRM, Omoro County, Omoro): Madam Speaker, we acknowledge that Moroto Road is in NDP IV and it is four years from now, and that Odeg Bridge is a few rains away from being washed away. We request that the maintenance of that road is done periodically. We are not saying that it is not in the plan, but it is too far away.

Can the Government maintain that road? That is our prayer.

THE SPEAKER: Honourable minister, maintenance of Moroto Bridge?

GEN. KATUMBA WAMALA: Okay. Gulu-Awel-Opit-Rwackoko-Atog to Moroto and Abim, that is commonly known as the Moroto Road. I accept that it is not in a good state. It is not on plan yet for tarmacking, but we are going to maintain it as a good murrum road. I make a commitment.

THE SPEAKER: Especially the bridge. Thank you, honourable minister. Members, you have heard. Our work is now to make a follow-up on all that the minister said and ensure that most of these roads are worked on. Next.

BILLS
SECOND READING

THE ENGINEERING PROFESSIONALS
BILL, 2024

THE SPEAKER: Honourable members, you recall that on 11 March 2025, the Bill came for the Second Reading. The motion for the Second Reading was moved and debate ensued. Various issues arose, key of which was that the Bill, amongst others, seeks to regulate technology and the engineers who are cadres of the engineering profession. The interpretation clause of the Bill groups graduate engineers together with the technicians who are usually non-graduates and defines all of them as engineering professionals.

The House noted that while the graduate engineers are regulated under the Registration of Engineers Act, technicians and those in technology are regulated under the Technical, Vocational Education and Training Act, 2025. This will inevitably create a conflict in regulation. The presiding officer then guided that the Attorney-General studies and guides the House on the implications of the matter before the House can proceed with this Bill.

I will now invite the Attorney-General to guide the House.

4.41

THE ATTORNEY-GENERAL (Mr Kiryowa Kiwanuka): Thank you very much, Madam Speaker. The matters that have been highlighted are correct.

We have been having consultations between the Ministry of Works and Transport and the Ministry of Education and Sports, which represents the Technical and Vocational Education and Training (TIVET) Bill. We are looking to having one more meeting between the two to harmonise and then come back to you, Madam Speaker.

We request for some more time to complete this harmonisation.

THE SPEAKER: Honourable minister, you may need to get this Bill, since you brought it to the House, for you to go back and have it redrafted to harmonise it with the TIVET Act. Therefore, you may need to withdraw this Bill officially. Yes Hon. Asuman?

We will wait for the harmonisation first before you withdraw. Where we find that it requires - or if we can drop the other clauses then that will be okay. So, how much time should we give you?

MR KIRYOWA KIWANUKA: Madam Speaker, we request for about two to three weeks because we have a meeting next week at the political level then we can give it to the technical people. If you give us two or three weeks, we will finish the harmonisation.

THE SPEAKER: Okay, we will give you three weeks to do that. Yes -

MOTION FOR ADOPTION OF THE
REPORT OF THE COMMITTEE ON
GOVERNMENT ASSURANCES AND
IMPLEMENTATION ON THE STATUS OF
IMPLEMENTATION OF THE ASSURANCE
TO UPGRADE, REHABILITATE,
CONSTRUCT AND EQUIP HEALTH
FACILITIES IN LOCAL GOVERNMENTS,
INSTALL CITY SCANS, OXYGEN
PLANTS AND ICU EQUIPMENT IN ALL
REGIONAL REFERRAL HOSPITALS

THE SPEAKER: Honourable members, this issue was on the Order Paper yesterday and the Minister of Health was not in. Do we have the Minister of Health here?

4.44

THE ATTORNEY-GENERAL (Mr Kiryowa Kiwanuka): Madam Speaker, again, we sincerely apologise for this, but we request that you give us one more opportunity to make sure that the Minister of Health is here because even yesterday, when this matter came up, we were all quite unable to engage in this space. We will ensure that someone from the Ministry of Health is here tomorrow.

THE SPEAKER: Yes, Hon. Ssewungu?

4.44

MR JOSEPH SSEWUNGU (NUP, Kalungu West County, Kalungu): Madam Speaker, one of the Ministers of Health was here yesterday. Indeed, she had a lot of time conversing next to the ICT people.

I do not know whether it is procedurally okay to have the honourable minister, who is more organised like Hon. Kiryowa, the Attorney-General, to plead for mercy for people who were here and did not attend - She sat even next to Hon. Akiiki, the *Queen Dancer*. I think the Ministry of Health is not taking us seriously. She was here, Madam Speaker, and this report has been on the Order Paper since Tuesday.

THE SPEAKER: Can we have the report presented then we debate when the minister is here?

MR SSEWUNGU: Most obliged, Madam Speaker.

THE SPEAKER: Is that okay, Attorney-General?

MR KIRYOWA KIWANUKA: Madam Speaker, I have had the opportunity of reading a bit of this report, and I think it is very important for the Ministry of Health to be here when this matter is being discussed. We request that you allow us to communicate to her today because the nature of what is being discussed here would require her attendance.

THE SPEAKER: Thank you. Honourable members, we will have this item on the Order Paper tomorrow so, can we have the minister tomorrow in the House? House is adjourned to 2.00 p.m. tomorrow.

(The House rose at 4.46 p.m. and adjourned until Thursday, 7 August 2025 at 2.00 p.m.)