

PARLIAMENT OF UGANDA

PARLIAMENTARY DEBATES

(HANSARD)

OFFICIAL REPORT

FIRST SESSION - SECOND MEETING

THURSDAY, 01 OCTOBER 2026

PARLIAMENT OF UGANDA

IN THE PARLIAMENT OF UGANDA

Official Report of the Proceedings of Parliament

FIRST SESSION - 3RD SITTING - SECOND MEETING

Thursday, 1 October 2026

Parliament met at 2.30 p.m. in Parliament House, Kampala.

PRAYERS

(The Speaker, Mr Jacob Oboth, in the Chair.)

The House was called to order.

COMMUNICATION FROM THE CHAIR

THE SPEAKER: Honourable members, as we proceed today, I wish to thank you for the commitment and dedication demonstrated in ensuring that we conclude consideration of the Charter of Fiscal Responsibility yesterday. That was excellent. *(Applause)* Its conclusion is important in enabling the Government to proceed in a timely manner with the consequential and subsequent processes, including, but not limited to, the Budget Framework Paper process.

In the same spirit, I urge honourable members to maintain this commitment and sense of urgency as we proceed with the other business before the House. Let us continue to work together with focus and discipline to ensure that the business entrusted to this House is concluded in a timely and effective manner.

I also wish to remind all honourable members to attend the workplace fellowship conference organised by the Parliamentary Anglican Chaplaincy scheduled to take place from the 2nd to 3rd of October this very year in the Parliamentary Conference Hall. The conference starts tomorrow at 4:00 p.m. I thank you.

Yes, the Leader of the Opposition (LOP)?

2.34

THE LEADER OF THE OPPOSITION (Mr Joel Ssenyonyi): Thank you, Mr Speaker, and for your communication too. We are looking forward to the workplace fellowship conference.

Mr Speaker, something is bothering me, and I think this is the right forum to raise it again. I have, on this Floor, severally raised issues of people who have been abducted; people who are missing, and there have been correspondences, which I do appreciate. Every so often, the Government Chief Whip does write to a particular minister saying this issue was raised by the LOP and I was copied in; do follow up. I appreciate those correspondences.

I also received a letter from the Permanent Secretary, Ministry of Internal Affairs, asking for more information about these people, and I wrote back with that information. That correspondence is good. It shows that when these matters are raised, they are serious, and so it is important that they are followed up.

The Government Chief Whip gave a commitment that responses are coming. I am bothered because I think that maybe the responses need to come a lot sooner because of so much that is happening.

Mr Speaker, I am sure you and a couple of colleagues here have been seeing in the news media out there, social and otherwise, very

disturbing images. Images about people, some of whom are in those correspondences. A person like Sam Mugumya, who was picked up in August last year. I have raised that name here several times. We are seeing images and videos of him disabled, still incarcerated.

We have seen images, again, of somebody that we raised here; Hon. Muwanga Kivumbi, who was abducted, held for three weeks, and eventually produced in court. There is a lieutenant, Lt Herbert Mabonga, who has been saying a couple of things. He has been part of the security and intelligence service. He has now deserted and is giving tales of some of the torturous acts that have been done to people.

The thing is, Mr Speaker, Government officials can, for example, claim that that is AI; those are fake videos and cooked-up stories. However, here is the challenge that I am putting out to the Government: if this information is fake, coming from somebody like Lt Mabonga; if the videos, which everyone is seeing of safe houses where people are tortured, are fake, why don't you produce these people in court? Why? You say that Sam Mugumya, whom you people are saying we have tortured and now disabled, is here. We have brought him in court so that the relatives and his people can see that he is now here in court and he is well. That is the challenge I am putting out to the Government.

Mr Speaker, I am appalled because murderers are accorded due process. Okello Onyum murdered children at Ggaba, and I am saying "Murderer" because he was convicted. He is a murderer. Normally it is good practice for lawyers to use the term "Suspect", but this one is a convicted murderer. He murdered children; he was arrested and was not taken to a torture chamber. He was produced before a court of law, and justice was served.

The other day we lost a legendary musician, Moses Matovu. His suspected murderer was arrested and not taken to a torture chamber. He was taken to the police, and due process has kicked off. Mr Speaker, I do not understand why murderers are accorded due process, which they are entitled to. Even when one is a suspected murderer, I am not saying they should be tortured or subjected to mob justice. No, take them through due process.

If that can happen for murderers, why are people who have different political persuasions, different political schools of thought, taken to torture chambers for weeks, for months, and they cannot be produced in court? Why? I have talked about one, Christopher Godi, also known as King Zale, who was taken on the 10th of April. We are now in October. There is a list that was released by that Lt Mabonga, and he is saying King Zale is one of those being held in a torture chamber.

Government, if this man is not being held in a torture chamber, why don't you produce him in court? What is the matter? I honestly find difficulty in fathoming this. If these people have committed an offence, why not produce them in court? Mr Speaker, no one is above the law in this country.

THE SPEAKER: LOP, you have made a case.

MR SSENYONYI: As I wrap up, to emphasise, because sometimes people think we are trying to run away from culpability. Nobody is above the law. By the way, even the Head of State, who legally cannot be sued because of the work they do, still is not above the law. That is why whoever is to occupy that office takes a Bible or a Quran and swears to uphold the law. Anyone can be suspected of having committed an offence. If that be the situation, why not produce them in a court of law? You hold them for months; the relatives do not know where they are. Now we are seeing videos of people in an appalling state.

Mr Speaker, I have seen some Government officials - Ministry of Foreign Affairs and others - out there fighting to try and clean up the image of the Government. However, as they try to do that, there are those working to soil the image.

Mr Speaker, you have by yourself moved to a couple of countries to meet international leaders. I saw you in the UK with the Speaker

of the House of Commons, and you are telling these people that Uganda is a beautiful country. Please send your investors here. Please come and tour. However, as you are doing that, there are those who are working hard to show that the rule of law is not followed by people being abducted and not taken to court. Why? I think that we need swift responses from the Government on these matters, Mr Speaker.

THE SPEAKER: Government, what say thou? When I say Government, I mean the Government. I do not mean ministries, or whatever. I talk about the Government. Government proceed; what do you say?

2.41

THE GOVERNMENT CHIEF WHIP (Dr Jane Aceng): Mr Speaker, allow me to thank the Leader of the Opposition. He has spoken very passionately and with compassion for what is going on, and we feel and hear him.

Mr Speaker, you will recall that on Tuesday, the same issue was raised by the whip on the other side, and I explained what is going on. Allow me to appreciate the Leader of the Opposition; when the permanent secretary wrote to him, he listed the names. When I talked to them, they said, "Yes, I have been writing, but they do not have the names of the people who we are saying have been abducted and are incommunicado, so let us produce the names". The Leader of the Opposition produced the names, and I sent the names to him. On Tuesday, Hon. Mwiru added another name, Eria Jengo. I have added that name to the list.

Yesterday, I had a discussion with the minister and he said he had linked up with the minister for defence, so that together they would produce a report. If they find that they have the people, they will say so.

Therefore, I am only requesting that we give them time, maybe two weeks, and they will get back to us. *(Interjections)* I have said two weeks because I am not in that ministry. I want them to come here and tell us exactly, name by name, because now they have the names, Mr Speaker. I thank you.

THE SPEAKER: Thank you. We believe that the Government should take this very seriously. Uganda has made a lot of progress in the right direction. We should not afford ourselves anything - you know these things of saying someone has disappeared - when the Leader of the Opposition gets to go out; that is what they talk about. If you want to see him being LOP, let us continue doing what he is complaining about. Otherwise, if we do the right thing, the Leader of the Opposition would be the Government Chief Whip, or the next minister for works. *(Laughter)* Is anybody following what I am saying? *(Members rose_)*

I am happy that the Government is committed. Let this thing be resolved. Within two weeks, the Government should get back here with the report on that matter. I am agreeing with the Government because I believe you need a lot of paperwork and harmonisation. The Leader of the Opposition, you have waited for long – *(Mr Ssenyonyi rose_)* - Leader of the Opposition, just hold on, do not spoil your soup. You have waited for more than a week, or two, or one month. Two weeks is not too long. Actually, on the parliamentary calendar, two weeks is six days. Do not add anything else.

MR SSENYONYI: Mr Speaker, I do appreciate that now there is some kind of definitive time, because previously the Government has always said they shall come. However, it takes a week, a month, and every time we keep coming back. Now there is some definitiveness of two weeks. I hope that we shall not exceed that.

My worry, though, Mr Speaker, is that before the two weeks elapse, some other people might be picked up - *(Interjections)* – Yes, and not taken to court, but taken to a torture chamber. This is because, as we have been raising all these issues, Eria Jengo, who, by the way, is an accredited journalist here at Parliament and part of the Uganda Parliamentary Press Association, was also taken. As you are talking about Eria Jengo, Praise Aloikin is taken. I do not know what commitment the Government can give us - that within the two weeks, they are going to behave themselves. As we wait for that feedback, we are not going to see more

people being taken because this is ugly; it is problematic.

By the way, regardless of your political persuasion - because we have seen some colleagues in the NRM also being picked up - the rule of law is good for all of us. I hope there can be commitment, Mr Speaker. *(Applause)*

THE SPEAKER: Government, you have heard. Do not pick up the Leader of the Opposition. Do not pick anybody. You remember, Government, there was a request and this House agreed unanimously that we should dedicate time and day to debate issues of human rights. I am waiting for when the Government will be ready to do that. We shall debate nothing but human rights.

Those with matters of national importance, you will wait. We want to raise them at the same time when the Prime Minister and all her ministers are here. Okay.

MINISTERIAL STATEMENT ON THE PERFORMANCE OF THE WORKS AND TRANSPORT SECTOR

THE SPEAKER: Honourable minister for works.

2.48

THE MINISTER OF WORKS AND TRANSPORT (Mr Fred Byamukama): Mr Speaker, I am here to present a comprehensive statement on the performance of the Ministry of Works and Transport sector across the country. We had earlier shared this document. I will read it, and if I skip some of the items, I believe that maybe the Members would have revised it earlier. It is a 14-page document. To avoid taking a lot of time, I will go through it.

Introduction

Mr Speaker, at the 19th Sitting of the First Meeting of the First Session of the 12th Parliament, which was held on Wednesday, 19 August 2026, the Speaker, while presiding over the Motion for Resolution of Parliament to Express Gratitude to His Excellency the President for the State of the Nation Address delivered on 4 June 2026, guided that following the extensive debate on the Address, key service delivery sectors should each be accorded a dedicated day to account to the House.

Mr Speaker, you further guided that those dedicated sessions be held for infrastructure; that is, roads, water, education, health, and agriculture before Parliament goes into recess. We did not get the chance, but we are happy we are back from recess, and we have got the chance.

In the background, this paper is about the status of implementation of transport infrastructure and services across the country. It presents to the House the current status of: the legislative agenda under the Integrated Transport Infrastructure and Services Programme; the national roads; the district, urban and community access roads; bridges and swamp improvement; development of railway transport; development of air transport; and development of inland water transport infrastructure and services.

Mr Speaker, the Integrated Transport Infrastructure and Services Programme is governed by the following policies, laws and regulations:

The National Transport and Logistics Policy, 2021

1. Non-Motorised Transport Policy, 2012
2. National Road Safety Policy, 2014
3. The Road Tolling Policy, 2017
4. Works and Transport Sector Monitoring and Evaluation Policy, 2014
5. The National Construction Industry Policy, 2010

Down there are the policies that are being formulated. I will skip them up to (g), where we are ending with the National Maritime Policy. Then the laws in force: we have the Lake Victoria Transport Act of 2008; the Roads Act of 2019; the Uganda Civil Aviation Act as amended in 2024; the Inland Water Transport Act of 2021; and others down there.

I will go to 2.5, the key programme priorities for the Financial Year 2026/2027.

Mr Speaker, the Government has prioritised implementation of the following transport infrastructure interventions:

a. Fast-track construction and completion of the ongoing works for road and bridge projects as prioritised by His Excellency the President in the Financial Year 2025/2026 State-of-the-Nation Address;

b. Scale up the maintenance of national and district, urban and community access road transport network;

c. Strengthen rehabilitation and maintenance of district, urban, and community access roads in all local governments;

d. Expedite the construction of the Standard Gauge Railway;

e. Completion of ongoing works for the rehabilitation of the Metre Gauge Railway;

f. Fast-track the development of Bukasa Port;

g. Operationalise Kabalega International Airport; and

h. Rehabilitate and upgrade the existing strategic airports and aerodromes across the country.

Mr Speaker, as you are aware, road transport is the dominant mode of transport, accounting for over 90 per cent of cargo freight and passengers' movement in the country. To this effect, Government has prioritised the development of road transport infrastructure across the country to improve national connectivity, facilitate trade, support regional integration, and promote socio-economic transformation.

The total road network is estimated at 159,561 km countrywide, comprising:

i. 6,405 kilometres of paved national roads. These are the roads with tarmac;

ii. 14,897 km of unpaved national roads. These are the roads for murram but on our national network;

iii. 1,211 km of paved urban roads. These are the tarmac roads we give to the town councils or the busy towns;

iv. 16,548 km of unpaved urban roads - the good murram which we give to those towns;

v. 712 km of paved district roads. We give tarmac;

vi. 38,041 km of unpaved district roads. These are also marram roads found in districts;

vii. 954 km of KCCA paved roads. These are the tarmac roads we have in Kampala Capital City Authority;

viii. 79,947 km of community access roads. They either connect district to district or sub-county to sub-county.

Out of the total road network of 159,561 km, the largest network comprising of 150,679 km is unpaved, representing about 94.43 per cent, and only 5.57 per cent is paved. By paved, I mean those that are tarmac, but even the 94.43 per cent, we have tried to maintain them motorable. We have at least improved a bit to almost 70 per cent.

Status of implementation of national roads
Mr Speaker, my ministry is currently implementing the following projects on the national road network:

i. 23 road upgrading projects covering 1,274.8 km - the ones we are working on, and if we complete them, the total network of the tarmacked roads will increase by 1,274.8km;

ii. 11 road rehabilitation projects covering 854.6 km;

iii. 11 bridge development projects comprising 30 bridges under construction across the country;

iv. 16 projects under in-house supervision covering 1,041.9 km; and

v. One project under direct construction by the ministry covering 89 km.

Mr Speaker, my ministry continues to undertake routine and periodic maintenance on the national road network. Currently, 92 per cent of the paved national roads are in fair to good condition against a target of 90 per cent, while 77 per cent of unpaved national roads are in fair to good condition against a target of 75 per cent.

Mr Speaker, the status of implementation of the road projects under the national road network is as follows:

i. Completed national road projects
a. Alwii-Nebbi Road (33 km);
b. Soroti-Dokolo-Lira-Kamdini Road (189.4 km)
c. Moroto-Lokitanyala Road (42 km);
d. Karuma-Olwiyo (43.5 km);
e. NERAMP-Lot2-Soroti-Dokolo-Lira-Kamdini (189.4km); and
f. Pallisa-Kumi Town Roads (21 km).

ii. Ongoing national road upgrading projects

The following are the national road upgrading projects that we are fast tracking:

a. Luweero-Butalangu Road (29.6 km) - The roads I am talking about are the ones we are working on, and they are at different percentages of progress.
b. Masindi-Biiso, Kabaale-Kiziranfumbi and Hohwa-Nyairongo-Kyarushesha-Butole Roads (97km), progress is at 92.6 per cent (89 km paved);
c. Kinyara Sugar Access Road (8 km), progress is at 21.71 per cent;
d. Muyembe-Nakapiripirit Road (92 km), progress is at 88.7 per cent;
e. Rwenkunye-Apac Road;
f. Apac-Lira-Puranga Road;
g. Tororo-Busia Road and Busia Town roads;
h. Kawuku-Bwerenga Road and Namugonde-Bugiri Road;
i. Kabaale International Airport Access Road (3.5 km), progress is at 84 per cent;
j. Najjanankumbi-Busabala Road (11.0km), progress is at 64 per cent;
k. Yumbe-Manibe (Jure Bridge Road), which is 11 km and progress is at 56 per cent;
l. Koboko-Yumbe-Moyo Road;
m. Busega-Mpigi Expressway (23.7 km), progress is at 47.20 per cent. We know the issues which are there, but we are trying to sort them out;
n. Kira-Kasangati-Matugga Road (21.0 km), 40.68 per cent (13 km paved). We also have some issues there, but we are trying to sort them out;
o. Kabwoya-Buhuka Road (43 km);
p. Kisubi-Nakawuka-Nateete/Nakawuka-Kasanje-Mpigi/Nakawuka-Mawagulu-Nanziga-Maya/Kasanje-Buwaya/Entebbe-Nakiwogo;
q. Namagumba-Budadiri-Nalugugu Road;
r. Lusalira-Nkonge-Lumegere-Ssembabule Road;
s. Kyenjojo-Bwizi-Rwamwanja-Kahunje–Mpara-Bwizi Road (105 km);
t. Iganga-Bulopa-Kamuli Road;
u. Kayunga-Bbaale-Galilaya Road, including the landing site;
v. Kabale-Lake Bunyonyi and Kisoro-Mgahinga roads (33.2 km), progress at 2.13 per cent, but we are considering terminating that contract.

Those are the ongoing national road projects, and I have indicated the percentages and the kilometres. We are committed; we shall complete them.

iii. Ongoing national road rehabilitation projects

The following are the national road rehabilitation projects that we are currently fast-tracking:

a. Matugga-Semuto-Kapeeka Road and town roads;

b. Periodic maintenance of Kampala-Jinja Road;
c. Olwiyo-Pakwach Road;
d. Busunju-Kiboga-Hoima Road. For this one, some of the sections are under reconstruction;
e. Masaka-Kyotera-Mutukula Road and rehabilitation of Nyendo-Villa Maria Road and access roads;
f. NERAMP-Lot1: Tororo-Mbale-Soroti;
g. Emergency reconstruction of selected sections along Kampala-Masaka Road;
h. Mityana-Mubende Road and Mityana Town roads. For this, I did not update the percentage beyond that;
i. Kikorongo-Bwera-Mpondwe Road; and
j. Remedial works on Ntungamo-Kabale-Katuna Road.

Those are the roads we are rehabilitating, but for most of them, sometimes we find a section we have to do reconstruction. When you check, you find that over the years, the Government has invested so far over Shs 37 trillion. The mistake we have been making is that we do not maintain the existing tarmac roads. By the time we realise the need to maintain them, some of the sections are due for construction or even the entire road, but we are trying to sort this problem to maintain our tarmac roads in time so that they do not deteriorate to require more money than expected.

Completed bridge projects on the national road network

The following are the bridge projects on the national road network, which have been completed and are open to traffic:

a. Design and build of 66 strategic bridges in West Nile Sub-region: Lot 6 - Kochi on Keri-Midigo-Kerwa Road, Osu on Arua-Biliafe-Otrevu Road and Odrua on Arua-Vurra-Custom-Paidha-Goli Road;

b. Lot 2: The Kyanya Bridge on Mobuku-Maliba-Kyanya-Ibanda Road and Isango Bridge on Bwera-Kithoma-Kiraro Road.

v. Ongoing Bridge projects on the National Road network:

The following are the bridge projects on the national road network, which we are fast-tracking:
I will skip the bridges, but they move up to page 6, with the last bridge being the emergency reconstruction of the Ssezibwa Bridge.

THE SPEAKER: I would advise that you mention the bridges.

MR FRED BYAMUKAMA: Thank you, Mr Speaker.

THE SPEAKER: This is because Ugandans want to know.

MR FRED BYAMUKAMA:

a. Construction of Strategic Bridges on the National Road Network: Lot 3: Alla (Anzuu) Gazi (Rhino Camp), Aca (Rhino Camp), and the progress is at 92.38 per cent. These two bridges are now open to traffic.

b. Design and build of 66 Strategic Bridges in Eastern Uganda: Lot 2 - Nabukhaya, Nambola, Namatsimeri, Sahana and Khamitsaru Bridges on Kufu- Lwakhakha Road and Rubongi Bridge on Tororo - Nagongera Road. The progress is at 77.02 per cent, and the bridge is now open to traffic.

c. Design and build of 66 Strategic Bridges in Western Uganda: Lot 4 - Maziba on Kigata-Kabunyonyi-Nyakigugwe Road, Kiruruma on Katojo-Kihihi Road, Rwembyo and Kajwenge Bridges on – *(Interjection)* - that one. For the Kinyamaseke-Kisinga-Kyarumba-Kibirizi Road, and Kamirwa, Nyakambu on Kabwohe-Bwizibwera Road, progress is at 65.75 per cent. I am on page six, item D.

d. Construction of 66 selected bridges (Phase 2) - Lot 1: Dunga, Mahoma, Mpanga, Nabuswa (Nyabuswa) and Perepa bridges

along Bukuku - Rubona Road in Kabarole District; progress is at 56.98 per cent.

e. Then we have Lot 1: Nyamugasani Bridge (Lower) on Rwentare-Katwe-Katojo Road; progress is at 56.77 per cent.

f. Lot 3: Apaa Bridge on Amuru-Omee-Rhino Camp Road; progress is at 89 per cent, and it is now open to traffic.

g. Lot 4: Design and Build of Lotoketangisira Bridge, on Kaabong-Kapedo Road; the contractor suspended the project but we are sorting out the matters there.

h. Emergency reconstruction of selected sections along Kampala - Masaka Road damaged by floods under design and build for Katonga Bridge (2.7 Km), Lwera Swamp (11.6 Km) and Kalandazi Swamp (1.5 Km), progress is at 84 per cent.

i. Emergency Reconstruction of Ssezibwa Bridge (1.6km) along Kalagi - Kayunga Road under design and build; progress is at 73.2 per cent.

Mr Speaker, during FY 2026/2027, the Government plans to commence construction of the following national road projects:

i. National Roads planned for upgrading are;

a. Katine-Ochero Road (69 km);
b. Kumi-Ngora-Serere-Kagwara Road and town roads (95 km);
c. Karugutu-Ntoroko Road (56.5 km);
d. Bubulo-Bududa Circular Road and Mbale-Nkonkojeru Road (49 km);
e. Hamurwa-Kerere-Kanungu-Kanyantorogo-Butogota-Buhoma/Hamayanja-Ifasha-Ikumba Road (143 km)
f. Karenga-Kapedo-Kaabong Road (68 km)
g. Jinja-Mbulamuti-Kamuli-Bukungu Road (127 km); for that one, we just passed the loan before we went for recess.
h. Kitgum-Kidepo Road (115 km)
i. Nebbi-Goli Road (16 km), Zombo up to Vurra, and
j. Laropi-Moyo-Afoji Road, then Laropi Bridge and 5 km of town roads in Laropi and Moyo.

ii. Planned National Road rehabilitation projects:

a. Mbarara-Ibanda Road (65 km);
b. Mbarara-Ishaka Road (58.5 km);
c. Nebbi-Arua Road (80 km) these are already existing roads, but we need to rehabilitate them. We have Ntungamo-Kagamba-Rukungiri Road (50 km);
e. Gulu-Atiak-Nimule Road (106 km);
f. Rehabilitation and upgrade of Masindi Port Bridge and Karuma Bridge. For this one, we are doing groundbreaking next month.

Mr Speaker, to preserve the achievements we have registered, the Government allocated Shs 326 billion out of the estimated annual requirement of Shs 807 billion to take care of the maintenance of paved and unpaved roads on the current National Road Asset, which is estimated at approximately Shs 26.9 trillion. The maintenance funds shall be used to undertake:

a) Routine maintenance of both paved and unpaved roads;
b) Periodic maintenance of ageing paved roads;
c) Bridge maintenance;
d) Emergency interventions following floods, landslides and other natural disasters; and
e) Drainage improvement and road asset preservation measures.

As I earlier told you, we have seen over the years that the Government has put in some good money, over Shs 37 trillion, and if we do not maintain these tarmac roads in time, we end up wasting money. You build a road, and you do not maintain it; then it deteriorates, and thereafter it requires more money for reconstruction, yet maintenance is easier.

We have also seen that we cannot tarmac all the roads at once. We need to tarmac them in a phased manner, because there are other activities that equally need money in the

ministry. We also need to maintain our murram roads in good condition, with proper drainage and culverts, so that these roads are motorable, as we prepare to tarmac them.

Mr Speaker, the Government is committed to progressively increasing investment in road maintenance, with particular emphasis on periodic maintenance of paved roads, which remains the most cost-effective intervention for preserving the national road asset and preventing roads from deteriorating into much more expensive rehabilitation and reconstruction works.

The Government continues to strengthen preparation of future road investments through the Public Investment Management System (PIMS) to ensure that strategic projects are ready for implementation when financing is available.

4.0 Status of Implementation of District Urban and Community Access Roads.

These are roads, which connect district to district, or connect subcounty to subcounty. The following interventions are ongoing on the District Urban and Community Access Roads network:

i. We are going to open 224.69 km equivalent on the District Urban and Community Access Roads network using a Force Account Implementation Strategy. Here, we get our funds, use our in-house equipment, and our own staff to do these roads at a reduced cost. We do not contract them out.

ii. Shaping and compacting 240.27km on the District Urban and Community Access Road network using a Force Account Implementation Strategy, which is still the same formula with our engineers, because it is cheaper.

iii. Gravelling 106.89 km on the District and Community Access Road network using Force Account Implementation Strategy;

iv. Sealing of 30.1 km of low-volume roads using a low-cost sealing method. This is another kind of tarmac sealing that we give to town councils. You find that there is an access road within a town council or a municipality that can accommodate low-volume traffic, and it saves the community and the town as well.

v. Sealing of 25 km medium-volume roads using Probase Technology. This is another technology we are testing in the country, and we have seen it working well. It accommodates medium traffic, for example, those that have passed through the Kayunga road, right up to the bridge as you head towards Busoga; that is the Isimba Dam. That is the probase technology. It is hard to differentiate it from the real tarmac that we do on the highways. The engineers know it.

vi. Tarmacking of 11.5Km of urban roads in Lwamata Town Council, Nkokonjeru Town Council, Katabi Town Council, Kira Municipality and Njeru Municipality. Those are town councils and municipalities.

vii. Rehabilitating 161km out of 193 km of community access roads in the districts.

viii. Rehabilitation of 49km of community access roads to support cement factories in Moroto and Nabilatuk Districts.

ix. Construction of seven bridges on the District and Community Access Roads network: Tajar Bridge, Nyahuka-Mirambi Bridge, Ncwera Bridge, Kiyanja Swamp Crossing, Haibaale Swamp Crossing, Nampigi box culvert in Wakiso District, Amodo Swamp Crossing in Dokolo District.

Status of Implementation of Mechanised Engineering Services

Mr Speaker, my ministry undertook the following interventions under the mechanical engineering services;

a. We commissioned MV BKKI and landing site facilities at Bukungu in Buyende District, Kagwara, and Akampala in Kaberamaido District. These are on either side of Kaberamaido, Serere and Buyende Districts. There are communities where the road ends, and to connect to another road, you must go through water. For those, we provide a continuous road by putting a ferry.

b. Re-registered and installed 1,342 government vehicles with digital number plates;

c. Inspected 3,675 government vehicles because it is our mandate to inspect government vehicles and we advise whether they are safe to take government officials or not;

d. Attained 95 per cent average availability for the VVIP, government protocol vehicles. It is our mandate to ensure that when we receive visitors in the country, and we receive guidance from the Ministry of Foreign Affairs, we transport our VVIPs safely and they go back when they are happy.

e. Procurement of 1,526 pieces of ground-engaging tools for national road equipment;

f. Operated 720 ferry trips between Nakiwogo-Lutoboka ferry crossing by MV Kalangala;

g. Attained 65 per cent average availability for road equipment in districts and zonal centres. Sometimes, there are districts and communities without equipment; we lend to them, and there are districts, which are big. You find that the money almost goes back to the Consolidated Fund as the financial year closes; we lend them equipment. When you find an MP wants to give back to the community, he can work with the ministry; we guide them as they work on a road for the community, by facilitating fuel, but we do not allow for personal use. We can give an MP to help the community - Hon. Omara and others have been doing that, thank you.

h. Completed 78 per cent of the ferry works for Lake Bunyonyi ferries.

The status of construction of industry development and regulation in Uganda

Mr Speaker, to develop the construction industry in Uganda, the ministry is implementing the following interventions;

a. Operation and maintenance of 11 number of material testing laboratories at Kireka, Jinja, Mbale, Soroti, Moroto, Gulu, Arua, Fort Portal, Hoima, Mbarara, and Masaka. We have got a number of people who are coming with various new technologies. For example, we are testing a material - you add it in soil, then grade and compact; that murram road may not deteriorate for the next three years. It is still under testing, and if it works, we can bring it and use it in the country. That is why these labs are there: to ensure that before you bring something to spend government money on it, we have to prove that it works.

b. We have completed physical progress for the construction and upgrade of the Hoima laboratory at Kihemba.

c. Achieved 65 per cent physical progress for expansion and upgrade of the Central Materials Laboratory in Kireka. Point 6.0 gives an explanation about the status of our laboratories across the country.

d. We have also developed the regulations for the Engineers Registration Act.

7.0 Status of development of rail transport in Uganda

Mr Speaker, in developing the railway transport sector in Uganda, the ministry registered the following achievements:

a. Passenger services improved notably - in railways - from 317,257 in the Financial Year 2024 to 454,575 in the Financial Year

2025/2026, with higher ridership following the opening of the Kampala-Mukono route. In addition, URC introduced cashless payment and added a lunchtime return trip between Kampala and Mukono, in addition to the morning and evening trips. This is our passenger train from Kampala-Namanve-Mukono. We have witnessed an increase in passengers, and that is why we have added coaches. We are committed without fail, by Christmas in December this year, we shall have extended the passenger train to Jinja. We shall go there - (*Applause*) - I see that when I read about the passenger train, my good elder sister Hon. Nambooze looked at me in a bad way. (*Laughter)* Maybe she does not want the train to pass through her land of Mukono.

THE SPEAKER: You can ignore her. The Speaker wants you to do that - (*Laughter*) - but she is my MP and she is benefiting from the train. Very soon, we shall be using the same train with her. *(Laughter)*

MR FRED BYAMUKAMA: Nonetheless, this side is very happy. Very good - *(Interjections)* - We shall introduce business class slowly, but our target is to reach Jinja by December.

b. Moved 100,920 metric tons of marine cargo compared to 88,110 in the previous financial year. The cargo we have moved has increased.

c. 269km of the railway line maintained in good operating condition. You remember some time back, we were experiencing derailments on the trains, and passengers were making losses, but we have tried to rehabilitate our old meter gauge in a good way and we are getting zero accidents nowadays over the previous few months. However, there has been an increase in accidents involving the public - you find a car has knocked a train or a motorcycle - the train does not knock; it is we who knock it. Mr Speaker, after your instruction, we put some temporary safety measures as we wait to put the permanent measures under the African Development Bank (ADB) loan, which this Parliament passed.

d. We have repaired 24 wagons out of the 54 earmarked for repairs and undertook exterior cleaning of 22 tank wagons, with 17 wagons painted. Calibration of all tank wagons is ongoing to support the movement of fuel by rail. We have a number of customers who are trusting us to transport their fuel by rail. We urge the public to work with us to get fuel trucks off the road.

e. We have rehabilitated and returned MV Kaawa to service, which improved marine cargo services.

f. Continued implementation of the Tororo-Gulu (385km) Railway Rehabilitation Project, with 114km from Tororo-Kumi completed and handed over. The entire line to Gulu is to be completed by the end of 2026. Our idea is that once we complete it up to Gulu, we shall introduce a return-trip passenger train as we wait for the cargo train so that people can move between Gulu, Lira, Soroti, like that. They can move because it was there previously, but the main component of it is that we intend to do cargo as we wait to construct the standard gauge rail there.

g. We have done maintenance of locomotives.

h. Construction of 16 guard houses. That one I will leave it.

URC has installed manual operated level crossings - this is what I was talking about - boom barriers, at several level crossings along the Kampala-Mukono section including; Access Road (Mukwano), Mukwano Road (Port Bell), National Water and Sewerage Corporation level crossing (Wankoko), Interfreight level crossings (Nakawa), Namboole (Jokas), Liberty level crossing (Namanve), Kabuusu level crossing, Kanyogoga level crossing, Sali Stage level crossing (that is along Port Bell), Nyenga level crossing, and the five critical level crossings have been earmarked

for installation of automated barriers in this Financial Year. This is where we are getting a number of accidents, where we had even our school children involved in an accident. We have already rectified this, Mr Speaker. We now have the long booms there. By the time the train comes, they close off the road five minutes before. This will help us to reduce accidents as we look for automated ways – with the loan request that Parliament has approved.

i. Completed the refurbishment of Kampala-Mukono Railway Line.

j. Standard Gauge Railway (SGR)

k. A total of 2,047.51 acres of land for the construction of the standard gauge railway line has been acquired, with Shs 361.2 billion paid to 7,449 project-affected persons.

l. The EPC/Turnkey Contract for the Standard Gauge Railway Line Malaba-Kampala Route was signed with M/S Yapi Merkezi/YM Global in October 2024. His Excellency the President is handling all the challenges that we have there, and he will guide us further.

m. The €75 million Limited Notice to Proceed (LNTP) for the construction of the Kampala-Malaba SGR Line is approximately 80 per cent complete, registering the following milestones;

    i. Preliminary design of the eastern route is in advanced stages.
    ii. Geotechnical surveys and investigations were concluded.
    iii. Utility mapping has been undertaken.
    iv. Auxiliary land identification has been concluded.
    v. Submissions for the railway system, including the ERTMS/ETCs Level 2, GSM-R, centralised traffic control, station systems, fibre optic, passenger information, ticketing and freight management have been made.
    vi. Access development and mobilisation of Iganga camp.
    vii. A dedicated environmental and social safeguards team has been mobilised during the period under review – 660 engagements have been undertaken.
    viii. In terms of local content, 520 SGR workers reported as of June 2026, of which 489 (94 per cent) are Ugandans, and 31 are expatriates.

Mr Speaker, on the issue of the SGR, we are moving. For the small issues that we have, His Excellency the President is in control. He will guide us further. Once he guides, we shall proceed.

Planned railway interventions

Mr Speaker, the following are the planned interventions under the rail sector.

a. We have commenced the construction of the eastern route of the standard gauge railway. This is the one from Kampala to Malaba. It will connect us to Kenya, through Kisumu and Naivasha. Someone may ask: why build a standard gauge railway yet at the same time you have borrowed money from the African Development Bank to do the metre gauge railway. The metre gauge railway complements the standard gauge railway. With the heavy cargo that we are receiving from Tanzania through Kenya, that cargo is heavy. The only way to transport it cheaply is by using the standard gauge railway because it is electric and carries a lot of cargo. Therefore, the cost of transportation becomes low and, eventually, the prices of the commodities – once we start our railway transport – will also go down. We shall also include a component of passenger and cargo services, so that we ease transportation of people from that side coming back to Kampala.

b. Fast-track the construction of commuter terminus stations, including Park & Ride facilities at Namamve and Kyengera because right now, we are doing passenger train – metre gauge - through Kampala-Namamve-Mukono. I have told you that

by December, we shall have launched passenger services to Jinja. We are also going to do passenger services from Kampala to Kyengera, Kampala to Bujuuko and Kampala to Port Bell. With the existing passenger train, we have seen that people want it a lot. It will give some relief to the congestion in Kampala.

Mr Speaker, I have talked about Kampala-Port Bell, Kampala-Kyengera and Kampala-Bujuuko.

c. Rehabilitation of the intervening sections on the Mukono-Malaba Railway Line under African Development Bank (ADB).

d. Rehabilitation of the Jinja Pier and Port Bell infrastructure under ADB.

e. Rehabilitation of station buildings, goods sheds and ancillary structures.

f. Rehabilitation of MV Kaawa.

g. Fast-track construction of railway training school in Rubongi, Tororo. We have seen that we need a training school to train our people. Now that the Government is investing a lot of money in the rehabilitation of the railway, including the construction of the Standard Gauge Railway, we need to work on this school so that we can train our people.

h. Fencing of the railway corridor is a priority in urban areas under encroachment management under the African Development Bank. We have observed that people are encroaching on railway land, and we have taken a decision.

The railway was there even before I was born, and the right-of-way for the railway is known. However, people, including our own cadres and leaders, have taken advantage and are selling the railway land. We have started recovering it, and we shall go ahead to demolish the structures of whoever has a building on the railway land. We shall also recover our land, which is being encroached on. This will happen after doing a survey to confirm to our neighbours that that is where we pass. Mr Speaker, we are engaging the local communities, plus the local councils.

i. Fast-track the studies for rehabilitation and construction of the Gulu-Pakwach Metre Gauge Railway up to Vurra. We are constructing from Tororo to Gulu. We now want to do Gulu-Pakwach up to Vurra, and connect to the neighbouring country there because we get cargo from there. *(Applause)*

j. Install the automated railway level crossing signalling system under the African Development Bank.

k. Install concrete kerbs on railway track formation for ballast retention.

l. Fast-track procurement of track maintenance equipment.

m. Reconstruct selected existing gang camps.

n. Refurbish health and maternity centres along the radio social zone of influence.

o. Refurbish the Port Bell-Kampala-Kyengera railway line, of about 26 kilometres.

p. Fast-track the procurement of locomotive wagons and DMUs.

q. Fast-track procurement of workshop machinery and breakdown cranes.

Status of implementation of development of inland water transport system

a. One hundred per cent construction of Regional Maritime Rescue Coordination Centre (MRCC) in Mwanza (Tanzania) is complete.

b. Construction works for Maritime Rescue Coordination Centres in Entebbe, Uganda, are completed.

c. One hundred per cent construction of the five at Kaazi, Kaiso-Tonya, Nzengebe, Panyimur and Masese Search and Rescue Centres and women's fish processing sheds are completed.

d. One hundred per cent of construction works of Maritime Survival Training Centre, hostel and innovation structures at the Fisheries Training Institute in Entebbe are completed. For the rescue-coordinated centres, we have seen an increase in accidents on the lakes, yet people continue to invest in water transport. We have put systems in place that we are soon launching. In case you have any simple problem, you can call a toll-free line, and our people can locate you and rescue you. One can have a mechanical problem on the water.

This will reduce accidents on the waters and also attract more tourists who want to use water transport. For example, from Kampala going to Jinja, you can use water transport to reach Jinja easily. However, to attract rich tourists and those who enjoy water transport, we saw that we must correct some of these problems so that people feel it is safe to move on the water.

Status of implementation of development of air transport in Uganda

a) Completed 99.9 of physical works for Kabalega International Airport (KIA) and have commenced preparatory activities for the airport's operationalisation.

The good news is that this weekend, we also contributed to the comfort of the Uganda Cranes players, who scored 1-0 against our visiting players, by transporting them on Uganda Airlines and landing them safely at Kabalega International Airport. This means the airport is ready, and we shall continue testing and gazetting it. Come January 2027, His Excellency the President will commission it. Over the weekend, we have received about seven flights, which landed safely at Kabalega International Airport. (*Applause*) All that is a commitment and a promise in the NRM Manifesto.

Entebbe International Airport rehabilitation phase-one works were completed. Where credit is due, we give it. The works are under the defects-liability period.

At the East African Civil Aviation Academy, we completed 58 per cent of the cumulative civil works on one hangar and maintained two academy buildings.

We maintained 12 out of the 13 regional aerodromes, including Arua. The good news is that we are also upgrading Arua to an international airport with support from the African Development Bank. *(Applause)* After upgrading this one, we shall have the one in Koboko, maybe as an alternative aerodrome.

Gulu Airport is very important for AFCON. It is operational. We have maintained it well, and we are getting more funds from the Ministry of Finance, Planning and Economic Development to maintain and upgrade it so it is ready for AFCON 2027.

In addition to Pakuba, Lira, Kidepo, Moroto, Soroti, Tororo, Jinja and Mbarara regional aerodromes. We are also working to upgrade Soroti, Tororo, Jinja and Mbarara into international airports. We also have Kasese and Kisoro. Masindi was not maintained for reasons, which I will explain later.

Uganda Airlines maintained operations for the six aircraft it owns and one leased aircraft. Uganda Airlines retained a strong 25.38 per cent market share in terms of passenger traffic at Entebbe International Airport, underscoring the resilience of its brand.

The proposed business-offer agreement to acquire eight aircraft was signed on 10 June 2026. The good news is that we are procuring 10 brand-new aircraft, and the Government has so far committed Shs 446 billion, not through borrowing but using Government of Uganda money. This is also one of the NRM promises to the people to expand our own airline. We do not promise; we deliver. *(Laughter)*

We acquired an A330-800 engine as part of the aircraft-acquisition programme, commenced the International Air Transport Association (IATA) Safety Audit for Ground Operations, and commenced the European Union Aviation Safety Agency (EASA) application process,

with initial engagements and establishment of the EASA process expected to be completed by mid-September 2026. We secured a wet-lease agreement with Ethiopian Airlines for a Boeing 787-8 aircraft for a two-month period that ended in May 2026.

This served as a short-term intervention to support long-haul operations affected by the grounding of both A330 aircraft. We did this because, as you may recall, we had been experiencing delays with Uganda Airlines. However, I must now say that those delays are no more, except that people are now complaining that we are too punctual, which is very good. *(Laughter)*

They were cursing us for the delays, but with the new management and these interventions, they are now complaining, "Uganda Airlines, you are too punctual." That is okay. An airline cannot be run like a taxi or a bus. It should move on time.

When you hear a big "Yes" from Members of Parliament, that means we have tried our level best, and we shall continue improving. *(Applause)*

In terms of passenger traffic, Uganda Airlines carried 98,548 passengers during the three months of April, May and June. Uganda Airlines operated 17 routes effectively, flying an average of five aircraft and making 1,845 flights at the end of June 2026.

Status of implementation of regulatory safety interventions in Uganda

a. The ministry completed the restoration of mandatory motor-vehicle inspection services at the seven centres across the country. Currently, the ministry is implementing a phased approach, starting with commercial vehicles and also allowing voluntary compliance by vehicle owners.

That is why we developed guidance for our 100-day Operation *Ganyegenya*. We know there are many *ganyegenya* taxis in Kampala. Some of these taxis emit a lot of smoke, yet medical workers tell us that smoke is very dangerous to human beings and causes cancer.

In some of these taxis, you find the steering wheel tied with a rope, a seat held together with superglue and a door that cannot close. A driver at the steering wheel but using one hand to hold his door. The honourable member says some of them have cockroaches but I have not seen any. *(Interjections)* We have guided them to take their *ganyegenya* vehicles for inspection after repairing them. Through their leadership, most of them have repaired their vehicles- *(Hon. Nambooze rose_)*

THE SPEAKER: Order on what?

MS BETTY NAMBOOZE: Mr Speaker, is it in order for the honourable minister to call everything old, "*ganyegenya"*? What will he say when he starts talking about old people? *(Laughter)*

THE SPEAKER: Honourable minister, what did you want to say? *(Laughter)*

MR FRED BYAMUKAMA: Mr Speaker, I think my elder sister, Hon. Nambooze, just wants to force words into my mouth. I did not say everything old is *ganyegenya*; I was specific. I said Operation *Ganyegenya* for the old taxis. Therefore, those are her own words.

I was saying that since we activated the inspection centres, we have seen the taxi leadership guiding their people. They have repaired their vehicles and brought them – some have passed our inspection standards. It is an automated inspection that tests everything, including the lights, brakes and the vehicle's condition.

Some have returned to the road, although they went through a hard experience of getting money to repair the vehicles. However, that is the way to go.

The other problem we have seen is that the importation of these vehicles was banned some years ago. Therefore, you cannot get spare

parts for them in the country, yet it is a hard struggle to convince our people to transition from those taxis to new, modernised taxis.

However, shall continue engaging them. We have also attached them to Kiira Motors to work together and share their ideas. We can develop for them an 18-seater van from a 14-seater.

Spare parts for their vehicles are not available on the market because the Government banned the importation of vehicles 15 years and older.

The ministry conducted an inspection and licensing of commercial vehicles, driving schools and drivers. A total of 26,940 commercial vehicles were licensed, representing 77 per cent of the target, while more than 160 driving schools were licensed, exceeding the set target.

We exceeded the set target because our driving-license system is now automated. If you have everything that we require, including the medical check-up, it takes only 15 minutes to get the driving licence. One of the requirements is to go to a driving school, and they teach you before you come to us to get a driving licence. We have many registered driving schools, and that is how we exceeded the target.

Mr Speaker, we have gone ahead to procure mobile gadgets which enable us to visit communities and camp there for one week. On the very day that you come, we will give you a valid driving licence.

On that, Mr Speaker, we have done our internal research silently and written to you to give us a chance so that we can come to the parking lot of Parliament for two weeks so that we can offer driving licences to people, including you if you wish. *(Applause)* Members of Parliament are sometimes too busy to come to our offices. When we go to their constituencies, they are this side. So, we have written to you, and if you permit us, you will be a champion. I know you have a permit, but we might add a class -

THE SPEAKER: Permission granted. *(Applause)*

MR FRED BYAMUKAMA: Thank you. I know the Speaker has a driving licence, but -

THE SPEAKER: No, I have one that has expired. *(Laughter)* I have proof that I have made all attempts to renew it, but the honest truth is that the time was not there for me to go to the railway place.

MR FRED BYAMUKAMA: Since you have granted the permission, before this month ends, we shall communicate the dates through the Clerk to Parliament, and bring the services here, and you will get your driving permit instantly. *(Applause)* That shows the NRM Government is improving service delivery. *(Laughter)* I must say it because people have been saying that we are not improving service delivery.

A total of 317,863 driving licences were issued, representing 99 per cent of the target. We are almost passing the target. When we come to Parliament, we shall pass it. The remaining one per cent is for the working class and high-profile people. The driver licensing function has continued to surpass the service level requirement, setting a benchmark for service delivery in the Government.

By June 2026, the ministry issued 271,525 digital registration plates. We had an issue of backlog, where people had paid their money and were waiting to get number plates for motorcycles and cars, but they could not get them. I engaged the minister for security and the contractor and, as I speak now, we have zero balance on the backlog; I have done it. *(Applause)* We still have to tackle a few challenges – complaints from the public about the fees and others. We are handling that with the Committee on Physical Infrastructure and other stakeholders.

For the corruption that was there – to get a number plate, you had to go through someone who led you - that is no more. The cause was that these people had paid and were waiting to get their number plates, but they were not getting them. Our young people were using that advantage. I talked to them and gave them

a deadline of the 29th of September, and before it reached, they had cleared all that backlog. We continue to engage them. As we solve other problems, we need to ensure that the digital number plates are available whenever a person needs them.

However, we also have an issue of people who need to replace the old number plates. We had given a chance to those who had lost them, but now you find that someone plucks his off, goes to the police and entices them to give him a letter for a lost plate. For some of them, their cars are old, but they want to put a new number plate, spray them and sell them at a higher price.

The ministry, together with the stakeholders, undertook preparation for road safety manual guidelines. The helmet user guide was prepared and launched in collaboration with the Safe Right of Way. The Safe School Zone Design guide was also completed and launched, in collaboration with Safe Transport and Survivor Support Uganda.

The ministry conducted a national road safety campaign week with the theme, "Safe vehicles for a Safer Uganda". This was extended to Tororo, Lira and Mbarara City.

The ministry undertook the construction of the One-Stop Centre Building that will accommodate all the driving licensing, motor vehicle registration and other regulatory functions, with an aim of improving service delivery and the office environment. The building works were 60 per cent complete at the end of the Financial Year 2025/2026. That is why I am saying that I feel it is an inconvenience to go to the railways place, although the service is good. We have put a one-stop centre that will bring all these services under one building, and the ministry for finance has provided the money for that.

A number of 2,750 court orders were issued for amendment of the motor vehicle register certified.

A number of 8,580 PSVs were inspected for roadworthiness and purpose of use.

The draft Uganda Railways Bill was finalised and submitted to Cabinet for approval, after clarification on private sector participation. The railway transport safety manuals were prepared and are under final review and approval. A number of railway transport regulation activities were coordinated, including building capacity in railway safety – We are finalising this one, but as the Government, we still want the railway to remain operational under the Government. We are still studying the element of introducing private people into the railway business. As of now, the direction is to operate the railway services and everything by the Government.

The ministry reviewed 12 bilateral air service agreements.

The ministry supported new designations for the national airline to expand its route network with new direct flights from Entebbe to Accra, Ghana. This month, we are launching new direct flights from Uganda to Ghana and from Uganda to Kigali, Rwanda.

The ministry coordinated four air transport facilitation programmes that help countries streamline the movement of passengers, crew, aircraft and cargo through airports, while maintaining strict security and border control standards. I invite Members of Parliament, as we launch our route to Ghana, to come and give us company. *(Interjection)* We shall take Golola as requested by Hon. Ssewungu.

Challenges affecting implementation

High costs of acquiring right of way for transport infrastructure projects. This is a big challenge for us – where a few Ugandans and a few government officials work with our staff and provide them with the design of where the road is going to pass. We have seen instances where someone buys an acre of land at Shs 30 million from locals who are not aware. The same person, after a year, sells the same acre of land to the Government at a cost of Shs 5 billion. We have seen that one. That is a big loss.

THE SPEAKER: Are those Members of Parliament or staff of the Ministry of Works and Transport?

MR FRED BYAMUKAMA: Those are not Members of Parliament. *(Laughter)* That investigation is not there. If we -

THE SPEAKER: Which Member or any Ugandan would know that there is going to be a road or infrastructure?

MR FRED BYABAKAMA: Mr Speaker, we have unpatriotic people as you have been seeing. The honourable member said that it is in my ministry, and I am not denying that. We are correcting and making things public. Our unpatriotic people have given way to the people they work with – the so-called rich - but we shall not turn a blind eye to them because no one is above this.

They do not stop at inflating the price of an acre, but some of them build substandard houses. Someone puts up eucalyptus poles with a wire mesh, a building of about Shs 200 million. He connives with our people in the ministry and values that property at about Shs 11 billion, saying the road will not pass here until I am paid.

Mr Speaker, surprisingly, some of them even constructed empty graves. I visited one site where they were scaring me that if I touched it, the deceased would strangle me. Fortunately, the locals know the truth, and they touched one. We get information, and we try to verify it, but we might find about twenty graves somewhere. When you start demolishing them, by mistake you may land on one that is a real grave.

However, we are lucky that the neighbours know the truth and started demolishing them. After removing the bricks and the cement, you find that it is empty. Personally, I did not know that the Constitution gives the deceased the right to compensation for where the deceased will be reburied, including rituals performed. Therefore, if someone forges about thirty graves, that is good money.

We have arrested our engineers involved in this; others are on the run, including the so-called big mafias in Government, and we will report this publicly very soon. We have gone ahead and demolished some of these buildings because we realised that, for one to construct a building in a town council, there should be an approved building plan. We discovered there was a loophole, which allows the town council to demolish them.

Mr Speaker, as this country fights corruption, this report on the so-called "big mafias" in this country, together with our pathetic engineers, will be brought to the public and expose them. *(Applause)*

b) The climate change effects that lead to deterioration of transport assets, as it has always come on the Floor of Parliament - the heavy rains washing away bridges. We will continue to increase our budget and handle those issues.

THE SPEAKER: You might want to conclude. Since today is Thursday, we do not want it to be all about Kakumiro; we want to handle other things.

MR FRED BYABAKAMA: I am almost done.

c) Local content in infrastructure projects is low due to inadequate capacity of contractors. We need to build our local content and our own companies. When they become superior in the future, we shall save the money we invest in roads,

d) Lead times for procurement are long, hence affecting absorption of funds. The infrastructure is ageing, which requires significant capital investment to replace,

e) Funding for maintenance of road infrastructure assets is inadequate. Parliament needs to help us to increase the budget for road maintenance for both tarmac and marram.

Mr Speaker, before I conclude my assurances, I would like to assure you that my ministry will ensure that the short- and medium-term road upgrading and maintenance interventions are undertaken, subject to availability of funds from the Ministry of Finance, Planning, Economic Development and with the help of Parliament.

In conclusion, developing transport infrastructure remains central to Government's effort to improve connectivity, facilitate trade, support regional integration and drive socio-economic transformation. My ministry is committed to developing and maintaining road, railway, inland, water and air transport infrastructure and services to enable implementation of Government programs and ensure the highest returns on investment from these key national assets.

The ministry will continue to work closely with the Ministry of Finance, Planning and Economic Development, development partners and other stakeholders to mobilise resources and ensure efficient and timely implementation. To complete this statement, a detailed Annex 1 is attached for detailed information in the sector for the attention of honourable members.

However, there are some presidential pledges, roads, and others that we have identified ourselves, which we did not include in this report. You may not have heard about the road there, but that does not mean that we are not working on it; we have not finalised the process, but at an appropriate time, probably before this year comes ends, I will have those tabled here to inform Members. I beg to submit.

THE SPEAKER: Thank you very much. I have never heard a very willing minister who opened his house for everyone to see all the dirt, and we are willing to do ABCD. If you want to give him another round of applause, please do. *(Applause)* It appears that all good things come from Kakumiro.

Honourable members, let me guide: We asked for roads, electricity, water, and education. We have done electricity; we did water yesterday, education, and health. Therefore, we need to give enough time for this debate so that Members can enrich the minister's statement. However, our statutory time is now for the Prime Minister, the one and only first female Prime Minister of the Republic of Uganda.

Therefore, we would like to call the item, and after that, we shall get back to debate and enrich that paper. I defer the debate, which will be after the Prime Minister's Time. Thank you. Next item.

STATEMENT BY THE RIGHT HONOURABLE PRIME MINISTER ON GOVERNMENT BUSINESS FOR THE SUCCEEDING WEEK, 6TH TO 8TH OCTOBER 2026, PURSUANT TO RULE 29 OF THE RULES OF PROCEDURE.

3.53

THE PRIME MINISTER AND LEADER OF GOVERNMENT BUSINESS (Ms Robinah Nabbanja): Thank you, Mr Speaker. Good afternoon, honourable members. Welcome back from recess.

Mr Speaker, allow me to give a statement under Rule 29 of our Rules of Procedure that requires me, as Leader of Government Business, to present Government Business for the Succeeding Week. This is from 6th to 8th October 2026.

The Cabinet has completed the Uganda Railway Bill, 2026, and we are presenting it next week. We shall make a presentation next week on the treaties, protocols and international agreements ratified or acceded to by the Government of Uganda, from 2021 to 2025, by the Minister of Foreign Affairs.

A statement on the transition from Tax Identification Number (TIN) to the National Identification Number (NIN), by the Minister of Finance, Planning and Economic Development, will be presented.

Statement Number 4, on the current pricing of petroleum products in the country by the Minister of Energy and Mineral Development, will be presented.

THE SPEAKER: Thank you. Let the record capture that. Next item.

PRIME MINISTER'S TIME

THE SPEAKER: Rt Hon. Prime Minister?

4.00

THE PRIME MINISTER AND LEADER OF GOVERNMENT BUSINESS (Ms Robinah Nabbanja): Mr Speaker, I present responses to questions of Members of Parliament who submitted written questions. I will start with Hon. Peter Okeyoh of Bukooli Islands, Namayingo District; he narrates as follows:

That the Government in 2012 constructed protective cages to help our people who draw water from the lake to be safe from crocodiles.

The cages in Mwangoda and Kamwanga were submerged, exposing our people to crocodiles and so far, 11 people, according to him, including school-going children, have been eaten by crocodiles.

His prayers are;
1. That the Ministry of Tourism should erect new cages in these places; and
2. That the families who lost their loved ones be compensated.

My response is that the Government, through the Uganda Wildlife Authority, has assessed the status of crocodile protective cages at Mwangoda and Kamwanga on Lolwe Island and confirmed that they are submerged due to rising water levels.

The Government of Uganda has budgeted for the construction of two new cages this financial year - 2026/2027, with works already commenced, and an additional cage is planned in Kitagwenda, where similar attacks have been reported.

Our Government will provide alternative safe water sources such as boreholes, shallow wells, and pumped water supply. These measures demonstrate the Government's commitment to safeguarding our communities.

The second question came from Hon. Leo Erem, Member of Parliament for Moroto County who says that; *"Rt Hon. Prime Minister, I wish to draw the attention of the Government to the deplorable condition of the Apara Town Council-Akura Sub-county-Aloi Town Council–Bata-Dokolo Town Council Road."*

According to him, this important road has deteriorated severely over the years and is now largely impassable, greatly affecting the movement of people, agricultural produce and goods.

His prayer is that the Government urgently undertakes the rehabilitation and maintenance of this critical road and restores it to a safe and all-weather motorable standard.

My response is that for the Aloi-Abako-Bata-Dokolo Road, 42.4 kilometres, in the first quarter of this Financial Year 2026/2027, the Ministry of Works and Transport, Lira station, completed swamp improvement works along the Aloi-Abako segment, which included excavation of catch water drains, installation of culverts and swamp raising.

Construction of end structures will follow next. The station is currently excavating side drains, offshoots, and filling potholes and gullies along the Bata-Dokolo segment.

For the Apara-Aloi Road, which is 20.6 kilometres, Lira Station has completed drainage improvement works in this quarter, including excavation of catch water drains, installation of culvert lines, protection of embankment and swamp raising. Heavy grading and spot gravelling along Aloi-Abako-Bata-Dokolo, 42 kilometres, and Apara-Aloi, 20.6 kilometres, will be done in quarter two, that is, the Financial Year 2026/2027.

The third question came from Hon. Betty Naluyima, the Woman Representative, Wakiso District. She asked what tangible measures, with clear timelines, the Government is taking to resolve the stalled construction, irregular barricades and safety risks at the Busabala

roundabout on the Najjanankumbi-Busabala road, including the Munyonyo Spa interchange and the service roads covering 11 kilometres, which have caused multiple fatal accidents on a daily basis, including the death of Rajiv Ruparelia in May 2025 and to ensure the project is safe and completed on time.

My response is that the Government remains fully committed to the urgent completion of the Najjanankumbi-Busabala Road and Munyonyo Spa interchange project and is implementing measures to accelerate progress.

One, compensation is currently being carried out. We are also expediting the resolution of pending land acquisition and right of way, directing the contractor to prepare and implement a recovery programme deploying additional resources, equipment and personnel. We are optimising the design of critical sections to fit within the available right of way.

The Government is currently using traffic police to implement a traffic management plan incorporating clear signage, speed control, flagger persons at active worker zones, protective barriers separating traffic from works and continuous public sensitisation. These interventions are aimed at ensuring safe and timely completion of the core project by the revised date of 18 September 2027.

The fourth question came from Hon. Asinansi Nyakato, the Woman Representative, Hoima City. She says that the Village Health Teams in this country are doing a great job to supplement the Ministry of Health in delivering health services to our people at village level, and they go monthly without pay.

Her question is: What is the Government's plan to motivate these VHTs?

Mr Speaker, my response is that the Government recognises the work of Village Health Teams. For 25 years now, Village Health Teams have been the first point of contact between households and the health system. The model was designed as a volunteer, community-owned structure. Every village has two to five VHTs, totalling 140,000 VHTs nationwide. Placing all on payroll would cost more than the Government can currently afford.

The Government of Uganda conducted a comprehensive assessment and piloted the Community Health Extension Workers Strategy in Mayuge, Lira and Lira City. The assessment revealed that Community Health Extension Workers perform better.

To date, over 8,900 Community Health Extension Workers have been deployed across 70 districts, with a plan to achieve nationwide coverage by 2028. A total of 21,190 Community Health Extension Workers have been deployed. These are trained, remunerated cadres, deployed at parish or ward level; two per parish or ward, building directly on the Parish Development Model. Each Community Health Extension Worker receives an average of Shs 150,000 per month. Community Health Extension Workers do not replace Village Health Teams. They reinforce the Village Health Team system.

Mr Speaker, the Government is revitalising the Village Health Teams programme through standardised activity-based payments so that VHTs are paid fairly and consistently for specific verified work.

The fifth question came from Rude Monday Julius, MP for Bukonzo County East. The question is that he draws my attention to the unfolding climate-induced livelihood and food-security emergency in Nyakatonzi and Karusandara sub-counties in Kasese District. In Nyakatonzi alone, approximately 6,095 cattle belonging to Basongora cattle keepers have died since April 2026 due to the prolonged dry spell.

Crop production has equally been severely affected, leaving households facing food insecurity, hunger, and loss of livelihoods. This, therefore, according to him, is no longer simply a livestock challenge. It is an emerging humanitarian, food-security, and livelihood-recovery emergency requiring urgent Government response.

His prayer is that the Government urgently engages Uganda Wildlife Authority (UWA) and relevant authorities to permit temporary (one to two months) controlled and regulated grazing in appropriate areas of Queen Elizabeth National Park neighbouring the affected communities with clear boundaries, carrying-capacity assessment, veterinary surveillance, and conservation safeguards.

My response to prayer number one is that Section 29(a) of the Uganda Wildlife Act, Cap 315, does not allow grazing in the parks, and the proposed areas are tourism areas. The introduction of livestock will exacerbate human-wildlife conflicts, as the lions and carnivores will attack cows, leading to retaliatory killing. The lion population is just being restored after previous killings by the cattle owners.

His second prayer is that the Government urgently provide targeted food relief to drought-affected households in Nyakatonzi and other affected sub-counties to address hunger and rising malnutrition, while also supplying drought-tolerant seeds and other agricultural inputs.

My response to his prayer number two is that my office, that is, the Office of the Prime Minister, commits to ensuring drought-affected households are supported with relief food and non-food items whose procurement is ongoing. The Government, through the Kasese District Disaster Management Committee, has conducted periodic assessments and submitted a report to my office, detailing the losses in Nyakatonzi, Munkunyu, Nakiyumbu, Lake Katwe, Kahokya, Muhokya, Karusandara, Kitswamba sub-counties, Kinyamaseke, Muhokya, Katwe-Kabatoro and Mubuku Town Councils.

Mr Speaker, with support from the UN World Food Programme and technical support from IGAD Climate Prediction and Applications Centre, the Government has developed Anticipatory Action Plans for Kasese, Kisoro, Bundibugyo and Ntoroko districts to guide actions ahead of forecasted floods and is currently validating flood triggers.

Hon. Kirungi Annet Pamela, District Woman Representative of Kabarole, asked a question that Government interventions like Operation Wealth Creation, the Parish Development Model and *Emyooga* are partially slowed down by the poor road infrastructure that links productive farmers to the existing markets in Kabarole District. For example, the Hakabale-Kijjura-Kyarusozi Road, where over 10,000 tonnes of maize are produced.

In line with ATMS that will drive the tenfold-growth strategy, tourism activities in parts of Rutete and Kasenda sub-counties in Kabarole District are slow because of the poor state of Kasisi-Kyanga-Rwimi Road. All these roads mentioned above were pledged to be tarmacked by His Excellency the President during his visit to the district in 2021.

Her prayer is that the roads mentioned be worked on in order to improve agriculture and tourism in Kabarole District.

My response is that for Kasisi-Kyanga-Rwimi Road, in quarter two of this financial year, that is 2026/ 2027, the Government will:

i. Construct end structures at newly installed culverts and improve approaches;
ii. Install cross and access culverts;
iii. Gravel slippery sections and raise low-lying sections;
iv. Install Armco culverts.

Mr Speaker, for Hakabale-Kijjura-Kyarusozi Road, 12 kms, graded from the Fort Portal side, bush clearing is already done to the Kabende Bridge.

Grading works will commence after completing the Kyarusozi-Kabende section. Grading and spot gravelling from the Kyarusozi side are ongoing. Machines are currently on the ground.

The other question came from Hon. Akugizibwe Ronald (MP Buruli, Masindi District)

The question is: On 4 October 2023, Masindi District Council passed a motion to reclassify a number of roads from district to national roads. On 1 November 2023, the chairperson of the District Roads Committee wrote a letter to the Minister of State for Transport under the reference: *"Reclassification of public roads from the district roads to national roads in Masindi District."* All the parameters outlined in the ministry's guidelines were complied with. The Masindi District Roads Network is too big, and as such, the district is unable to keep all the roads motorable.

His prayer is: When are the above roads going to be re-classified from the feeder roads to the trunk roads?

Mr Speaker, my response is that the Government received the submissions from Masindi District and six other districts across the country, including Kiryandongo, Mitooma, Kazo, Nakasongola, Agago, and Kisoro. Analysis was done as per the guidelines and the Road Act 2019. The paper recommends re-classification of three roads, including: a 23.1 km road in Masindi, a 61.5 km road in Mitooma, and a 16.3 km road in Kiryandongo, at a cost of Shs 5.882 billion.

Mr Speaker, the road in Masindi recommended is 23.1 km, Pakanyi- Nyakarongo Road, is pending fulfilment of the requirements and funding.

The second question is that the Luweero-Nakaseke-Masindi Road is a historical road that was used to attack the Masindi Barracks. His Excellency the President has always pledged to have it tarmacked. The Luweero-Butalango stretch has been worked on already.

His prayer is: What plans are underway for the Butalango-Nakaseke-Masindi stretch and when is it going to be tarmacked?

My response, Mr Speaker, is that civil works on the Luweero-Butalangu Section are ongoing. Physical progress as at 16 August 2026 was at 90 per cent. Feasibility studies and detailed designs for Butalangu-Ngoma were completed in March 2026, and these require updating before procurement.

Feasibility for Ngoma-Masindi is planned in the medium-term, subject to funds. The Government is working with China Wu Yi to upgrade Butalangwa-Ngoma-Masindi via a pre-financing model.

The third question is Masindi-Rwenkunye-Apac-Lira Road, a historical road that connected Bunyoro and Lango Subregion.

The Rwenkunye-Apac-Lira stretch is being tarmacked, and to his dismay, the Masindi-Rwenkunye stretch was left out; yet, with this stretch tarmacked, one will be able to move from South Sudan to Lake Albert on tarmac, and this would improve business across.

Mr Speaker, according to the honourable member, the remaining stretch has not been tarmacked, and there is no clear plan on when it will be done.

His prayer is: What plans does the Government have to have the Masindi-Rwenkunye stretch upgraded to bitumen, and when will it be tarmacked to connect the North to Bunyoro?

My response, Mr Speaker, is that upgrading Rwenkunye-Masindi Road is planned in the National Development Plan IV period as project number 223 with a start date of 2029/2030. The Government will carry out respective studies in the short- to medium-term, subject to the availability of funds.

Mr Speaker, another question came from Hon. Kangwagye Steven (MP Bukanga Isingiro District).

The Member raised a concern on the pending creation of Bukanga District out of Isingiro District as per Article 179 of the Constitution. He requested an update on the matter.

My response, Mr Speaker, is that Cabinet issued a moratorium in 2021 suspending the creation of new administrative units countrywide, including districts, and this ban has not been lifted.

The other question came from Hon. Ongom Patrick, MP, Erute North.

The Member raised a concern about the creation of five newly created subcounties and town councils without established headquarters buildings in Lira District. The subcounties of Ayami, Agweng, Itek, Amach, and Awiodyek in Lira District were created and unfortunately have no headquarters for their operation.

The Member is requesting an update on the matter.

My response, Mr Speaker, is that all the subcounties mentioned became officially effective on 1 July 2018. Amach Subcounty was an old subcounty that gave birth to Awiodyek Subcounty.

Mr Speaker, the Government provided start-up funds in 2022 to facilitate the operationalisation of the new administrative units. Under this arrangement, each new town council received Shs 50 million, and each new subcounty received Shs 31 million to start operations, with some funds remaining in subsequent budgets.

Mr Speaker, the Government has, in addition, prepared a budget to support local governments with the establishment of headquarters.

Government has also guided local governments not to construct very large office buildings that remain incomplete due to high and unsustainable costs. We encourage phased and affordable structures that can be expanded over time.

Mr Speaker, the other question came from Hon. Stephen Twesige, Member of Parliament for Buyaga East County, Kagadi District. The Member raised a concern about the inadequate wage budget allocation to recruit staff in the local government despite the creation of numerous new local governments across the country. This has rendered them critically understaffed.

He asks whether I can clarify the measures the Government has put in place to bridge the operational gaps in local governments.

Mr Speaker, my response is that the Government has been increasing the wage bill in proportion to the staff needs of the local government. In this financial year - that is 2026/2027 - the Government increased the wage bill by Shs 1.09 trillion to enhance salaries and operational funds for local governments.

Mr Speaker, as I conclude, the Government is committed to bridging operational gaps in local governments through phased recruitment, prioritising critical posts and continued enhancement of wage and non-wage allocations within the available fiscal space.

Mr Speaker, I beg to submit.

THE SPEAKER: We thank you for taking the time to respond to Members. Leader of the Opposition (LOP), do you have anything you want to tell your colleague and the House, generally? However, if anything, you could just thank her for a job well done.

You - Okay, that is still LOP. Yes?

4.32

MS SHEILAH AMANIYO (NUP, Woman Representative, Mukono): Thank you, Mr Speaker, and also the Prime Minister for the responses made. Mine is regarding Mukono Local Government. We have a land wrangle between the Buganda Land Board and Mukono District Local Government. The issue has been taken to court, but I think we need Government intervention. Otherwise, we are hanging in the balance because everything is stuck. The negotiations are not taking any direction at the moment.

Since you are saying that you want to enhance local governments to be independent and to exist, we need some intervention from the Government to resolve this long-standing land issue. Thank you very much.

MS NABBANJA: Mr Speaker, I will direct the Ministry of Lands, Housing and Urban Development to go to Mukono and solve that problem. I cannot see any minister from lands.

THE SPEAKER: That is providing leadership. Hon. Francis Akorikin?

4.33

MR FRANCIS AKORIKIN (NRM, Kapelebyong County, Kapelebyong): Thank you so much, Mr Speaker. I also thank the Prime Minister for responding to the Members' issues. I have an issue in Kapelebyong District in a seed secondary school called Obalanga Seed Secondary school.

The head teacher was transferred in March this year. The Chief Administrative Officer of Kapelebyong District Local Government, together with me, has on several occasions gone to the ministry to ask the ministry to post a head teacher to the school for the last seven months. To date, we still do not have a head teacher.

Now O-Level examinations are due to start in the next two weeks. The school cannot access capitation grants because there is no accounting officer. I am really requesting your support to see how you can guide the Ministry of Education and Sports to give us a head teacher. Otherwise, our school is failing to even access money to buy reagents for the examinations. It is a crisis, and the district is stuck.

In addition to that, I have a seed school called Alito. It had 300 students at the beginning of the year, but because of a lack of Government teachers and the messages going across the country about not paying PTA fees, there are no teachers. We want the Government to guide us on how we are proceeding to get teachers for Alito Seed Secondary School. I thank you, Rt Hon. Prime Minister.

THE SPEAKER: Prime Minister?

MS NABBANJA: Mr Speaker, I will be supported by my brother, Hon. Ogwang. I was told that for Obalanga Seed Secondary School, the community chased the head teacher away. I believe the Member is aware. Since they chased the head teacher away, other head teachers are afraid to go there. We want you, as a leader, to identify a head teacher who will be taken and stay in that place – *(Laughter)* - Identify. Because you are chasing away – *(Interjection)* - Yes, get somebody who is local so that problem is solved. Hon. Ogwang?

THE SPEAKER: I have never heard a government as generous as this one. Yes?

4.36

THE MINISTER OF STATE FOR EDUCATION AND SPORTS (SPORTS) (Mr Peter Ogwang): Thank you, Mr Speaker. Through the Prime Minister, first of all, I thank my colleague and neighbour – because Kapelebyong and Katakwi are neighbours.

Rt Hon. Prime Minister, I want to volunteer, on your behalf and on behalf of the Government – since he is my neighbour – to chair a community meeting as a minister from the area and from the ministry to:

1. Understand why he chased away the head teacher. I will go with the colleague. My role is to agree with him on when we can have this community meeting.

2. As a matter of urgency, it is to ensure that a substantive head teacher is sent to Obalanga to allow the school to operate in line with our forthcoming examinations, which are beginning soon.

On the second question of a school dropping numbers based on the way it has been managed, allow me to say the following: Colleague, you are aware I had the same problem in Katakwi High School, where a school was mismanaged by the then leadership of the school.

I worked with the ministry, and we were able to transfer every person who was in the management of the school, and new people came in. As of now, you are aware that Katakwi High School, which is your neighbour, has the highest number of students in the whole district.

For that matter, I also want to pledge on behalf of the ministry that we need to understand why. Then, we will work with you to ensure that the problem in that school is solved.

On the question of what is happening today, allow me to say this as a ministry responsible for education and sports: First, we have a law with us, the UPE and USE Act, which is very clear in line with the levies.

Secondly, I want to say this: It is important, Rt Hon. Prime Minister, that you allow us, as a ministry, to come up with a statement to inform the country of the position of the Government in line with matters of education and sports. I thank you.

THE SPEAKER: Hon. Godfrey Wanyoto?

4.39

MR GODFREY WANYOTO (Independent, Budadiri County West, Sironko): Thank you. Mr Speaker, I have an issue, which I want to address through the Prime Minister to the Ministry of Education and Sports. The Government came up with a policy of promoting sciences in this country. One of the enablers of that policy is science teachers. However, it is unfortunate that when I moved around in my constituency, most of schools did not have science teachers.

One of the schools is Bugunzu Seed Secondary School.

Mr Speaker, when we went there with Balaam, students were shouting: "We want to be doctors" -

THE SPEAKER: Do you mean Hon. Balaam? *(Laughter)*

MR GODFREY WANYOTO: Yes, Mr Speaker.

THE SPEAKER: Okay.

MR GODFREY WANYOTO: Students were shouting: "We want to be doctors." We asked them: "What is the problem?" They said: "We do not have science teachers."

Mr Speaker, I want to comment on what the minister has just said: "The ministry is going to come up with a position". This is what we have been hearing. I want the minister to take this thing seriously. These schools had recruited temporary teachers to back up the limited number of Government teachers. Now, with the declaration of Hon. Balaam Barugahara, they stopped. Therefore, no teaching is going on.

I would like to request, Mr Speaker, that the minister gives a timeline. You have said it is high time we came up with a statement. When? I beg to submit.

THE SPEAKER: Minister or Prime Minister?

4.41

THE MINISTER OF STATE FOR EDUCATION AND SPORTS (SPORTS) (Mr Peter Ogwang): To begin with the matter of Bugunzu Seed Secondary School, in terms of science teachers, it is true that we continue to recruit teachers. As you are aware, recently, the Education Service Commission just carried out the recruitment of teachers. I implore my colleague to come to the ministry tomorrow by nine o'clock, specifically, so that we can begin to focus, first, on ensuring that we carry out an analysis of the teachers who are available specifically for science, so that we can be able to deploy a science teacher to this specific school.

On the question of the statement that I talked about, first, I want to reiterate that Section 9 of the Act is very clear in line with school charges. If the Speaker permits, in line with the Order Paper, I will be able to bring a statement here to generally talk about: what is happening; what is at hand, and; what we know. This is because I also want to go on record that my Minister of Education and Sports then, the First Lady, did make a Cabinet Paper in line with what is at hand.

Mr Speaker, it is you to give me time. Thank you.

THE SPEAKER: Thank you. *(Hon. Nabbanja rose_)* Please, you are the Prime Minister. Everything about you is prime. *(Laughter)*

MS NABBANJA: You will have to go and verify the information. The Woman MP came to my office sometime back over the same and what we discovered was that that school has eight science teachers -*(Interjections)*- Yes. Five are assistant education officers and three are education officers.

What I want my brother, the minister for education, to do is to go and verify whether these teachers truly exist in that school. This is because sometimes, Mr Speaker, there are teachers who get paid at one school, yet they are teaching in another. Therefore, you go and verify – *(Interjection)* – Information accepted. Should I accept the information, Mr Speaker?

MR GODFREY WANYOTO: You have accepted already, Rt Hon. Prime Minister.

THE SPEAKER: Honourable member, make the work easier. You cannot talk when this one is still talking. Orientation will keep on going. *(Laughter)*

MR GODFREY WANYOTO: Just one sentence: Instead of going to the school, let the minister contact his Permanent Secretary. We have written letters. Thank you.

THE SPEAKER: Why don't you want the minister to go to the school?

MR OGWANG: Mr Speaker, with your permission and through the Prime Minister, the advantage I have is that the ministry is not far from here. If you give me one minute, I can use this telephone to get the actual information. This is because we have these numbers in our database.

THE SPEAKER: I have given you five minutes.

MR OGWANG: Thank you very much, Mr Speaker.

THE SPEAKER: I am surprised, honourable member. A minister is willing to come on the ground, and you are saying...!

Hon. Martin Muzaale? We agreed, Members, that these matters can be handled now. The next person will be Dr Patrick Mwesigwa Isingoma.

4.45

MR MARTIN MUZAALE (NRM, Buzaaya County, Kamuli): Thank you, Mr Speaker. Honourable Prime Minister, the matter I am raising is in regard to the inconsistency in the consumption of energy by the different *Yaka* electricity meters. When you compare the old version to the new one, the former consumes very little.

Secondly, the ministry for energy promised people subsidized *Yaka* electricity meters, and we promoted it. We went down to the villages, and people did everything that was required. Of course, before we went for recess, you talked about it – that you had secured some *Yaka* electricity meters. However, my concern is in regard to the shortage of the *Yaka* electricity meters – because it has been going on for a very long time. We would want to understand whether the challenge is with the supplier or there is a problem somewhere else. I thank you.

THE SPEAKER: Hon. Okaasai? *Yaka* electricity meters now have problems.

4.47

THE MINISTER OF STATE FOR ENERGY AND MINERAL DEVELOPMENT (ENERGY) (Mr Sidronius Okaasai): Mr Speaker. There is a difference between the old and new meters. The new meters are now very sensitive. Currently, we are working to test all the meters so that they deliver at the same rate. We are going to remove the old meters and replace them with prepaid meters.

To answer the second question, I stood here one time and said I have 1,170,000 new meters. We are now installing those meters using Uganda Electricity Distribution Company Limited (UEDCL). Therefore, whoever needs a meter, apply to your zonal area manager and you will be connected.

However, while we are moving that fast, those 1,170,000 meters have to be installed before

the end of the financial year. We are having a challenge with testing the meters. The testing of the metres is done by the Uganda National Bureau of Standards. They cannot move at our pace. We would like all these meters to be released.

Therefore, we are taking the initiative to actually recall the testing of the meters and bring it to the ministry for energy. This is because the Uganda National Bureau of Standards has a limited capacity, and they do not understand the urgency for us to get these meters out.

Honourable Minister, work is ongoing and we are committed to get those meters out before the end of the financial year. I submit.

THE SPEAKER: Hon. Patrick Isingoma Mwesigwa.

4.49

DR PATRICK ISINGOMA (Independent, Hoima East Division, Hoima City): Thank you, Mr Speaker. Honourable Prime Minister, the project-affected persons for the Africa Cup of Nations (AFCON) roads projects in Hoima City have gone to court to contest the decision of Government to construct the planned roads under the AFCON project without their compensation.

We, as the political leadership of Hoima City, are concerned that this may negatively impact the progress of the project and consequently the successful holding or conclusion of the AFCON programme.

Rt Hon. Prime Minister, is there any way we can find some money and compensate these people because it is not too late? This will help us avoid the unnecessary interruption and uncalled-for –
We briefly talked about this matter in one of our caucus meetings, but we did not conclude.

THE SPEAKER: You, as a leader from that area, what have you done about that? This is because those who went to court are not Government officials.

DR ISINGOMA: Mr Speaker, we have engaged them. I have personally participated in a meeting with all the stakeholders to try to calm these people down and get them to accept, but it has not yielded any positive result, and they ended up going to court.

THE SPEAKER: Prime Minister, if the people of Bunyoro do not want the AFCON there, bring it to Bukedi.

MS NABBANJA: Mr Speaker, we have never compensated roads within the cities like Kampala. We use the scope of that existing road. So, there will not be any compensation.
You brought this to my attention; do you remember? We did not budget for any compensation for those roads within Hoima City. Even these ones around Kampala existed before, and we are not going to expand the scope of those roads.

THE SPEAKER: We talked about roads here, but as national leaders, do we need these services or not? We need to come out quickly and clearly say that these things should be demand-driven. Where people want compensation, let them go to hell. Some of us want roads. Yes, Minister of Works?

4.52

THE MINISTER OF WORKS AND TRANSPORT (Mr Fred Byamukama): Mr Speaker, I would like to add to what my boss, the Rt Hon. Prime Minister has said. I know very well Hoima was a town council, later elevated to the level of municipality and then a city. The town has a proper plan, including these gazetted roads.

In a town, there is a difference between a new road and an access road. What we are doing there are the access roads. We are using the existing roads, including the road reserves we have there.

Therefore, my brother, the honourable, is saying we should go against the laws since we are from Bunyoro, to compensate people, and then tomorrow they arrest us.

As the Prime Minister has said, we have no powers or guidelines telling us to compensate those people because we have not taken anything from them.

Therefore, we request you to tell the people, and even the Attorney-General told us that their petition in the court is a dead mission on arrival. We have to do these access roads. Thank you, very much.

THE SPEAKER: Minister of Education, do you have the response?

4.53

THE MINISTER OF STATE FOR EDUCATION AND SPORTS (SPORTS) (Mr Peter Ogwang): Mr Speaker, we are talking about 31-km roads. By the way, the advantage that we must appreciate as leaders, is that the former leaders, particularly the leadership of the city, had engaged the people because I have been part of this entire project from day one; and people agreed that they were going to allow Government to tarmac these roads.

Who among us here would not want 31 kilometres in their area? Really, Lira City is asking for only eighteen kilometres to support the stadium of Akii-Bua. But the one of Hoima-

THE SPEAKER: Honourable Minister of Education and Sports, have you gotten the response? I can see you disappointed about-

MR OGWANG: Mr Speaker, sometimes we must accept and learn to be national leaders. It is so painful that we try to trivialise and politicise these small issues, which the community is positive and ready for development.

One of the conditionalities which is affecting us; fortunately, I was in Hoima the other day during the match. Can you believe it? The Confederation of African Football (CAF) is still giving us a grey area because we have not tarmacked the roads. We have no attendant roads, which support the stadium for purposes of AFCON 2027. Now here we are.

THE SPEAKER: Hon. Opio?

4.55

MR SAMUEL OPIO (NRM, Kole North County, Kole): Thank you, Mr Speaker-

THE SPEAKER: This is Prime Minister's Time, not for constituency matters.

MR OPIO: Thank you, Mr Speaker. Rt Hon. Prime Minister, on the issue of the AFCON roads, the Corner Ayer-Corner Aboke-Iceme-Bobi Road has not been considered. We have heard about Hoima; we are hearing about Namboole, but we have been left out.

The Minister of Works has just stated that Gulu Airport is going to be upgraded and that there are funds. The connecting road from Gulu to Lira is the Corner Aboke-Iceme-Bobi Road, which is an AFCON road. It is as if in a family, one set of children have been bought new shoes while the others are being told to move barefoot.

Namboole has access roads; Hoima is where you can see the challenges. Akii-Bua, we want the access roads, and we are ready to receive them. But we have not been allocated.

Mr Speaker, we have raised this before. It was explosive last time but it is now becoming volcanic in nature. We kindly request for your intervention, Rt Hon. Prime Minister and the Minister of Works and Transport.
Thank you.

THE SPEAKER: Rt Hon. Prime Minister, those are people who want the road without asking for compensation. *(Applause)* Karamoja, Sebei, Bugisu and Teso are ready.

MS NABBANJA: Mr Speaker, I want to appreciate His Excellency the President who has guided us through this. Last week we had a meeting with him together with the Secretary General of CAF at State House, Entebbe. And he is trying his best as the Head of State to make sure that our brothers and sisters from Lira participate in AFCON. Several interventions have come through.

One, the Gulu Airport. At first, remember, we had no money, but now money has been identified, and some work is going to take place there.

We still have a challenge of identifying funds for that stretch of the road. We had the other bottleneck of hotels. Now money has been identified for the hotels in that area to be upgraded to international standards.

I request that we continue to engage. Otherwise, we have come a long way. I want you to remember that Akii-Bua Stadium was not in the picture. It is now complete. The President has been at it, and he wishes you the best. We shall not be party to those who want to blackmail you because you came from Bunyoro. Let us be patriotic.

Unless, Bunyoro, you are saying - Somebody was whispering to me here that it seems some people of Bunyoro are belching, after having a lot of tarmac; they no longer want more. *(Laughter)* Minister of education?

4.58

THE MINISTER OF STATE FOR EDUCATION AND SPORTS (SPORTS) (Mr Peter Ogwang): Mr Speaker, I just want to give information through the Prime Minister.

First, in line with the school the colleague mentioned, the total number of teachers at that school, according to our database at the Ministry of Education and Sports, is 18. Of the 18, eight are science teachers. On top of that, Mr Speaker, I have asked the Commissioner for Human Resources to send me a copy of the list of the 18. I would like to lay it before this august House. I thank you.

THE SPEAKER: Wow! Hon. Ayagalachi, you seem to have something. *Oyagala* compensation?

4.59

MR JAMALI AYAGALACHI (NUP, Bukooli County North, Bugiri): Thank you, Mr Speaker. I have an urgent issue that is burning in my constituency.

The family of the late Nuuru Naitebe has reached out to me. They are residents of Namayemba Town Council in Bukooli County North. Nuuru Naitebe travelled to work in Saudi Arabia with a company called Treassured Abilities International Agency Limited, a company registered to take workers abroad. This girl had been in Saudi Arabia for two years.

Two months ago, she was reported to have passed away, with an explanation that she had fallen into a swimming pool. However, the company is very busy asking for money from the family so that they can repatriate her remains to Uganda.

My prayer to the Prime Minister and the minister in charge is: Kindly help this family. Assist them so that they can repatriate the remains of this young girl to her home so that they can have a decent burial.
Otherwise, the situation in the constituency is very hard; the pressure is too high. Two months down the road, the body is still in Saudi Arabia.
I thank you, Mr Speaker.

THE SPEAKER: What is the cost of the repatriation of the body that you, as the MP, were told? How much money is needed?

MR AYAGALCHI: The company is actually asking for Shs 6 million.

THE SPEAKER: You say that in Lusoga.

MR AYAGALCHI: In Lusoga? *(Laughter)*

THE SPEAKER: Yes.

MR AYAGALCHI: Company *erikusaba millioni mukaaga*.

THE SPEAKER: So, it is Shs 6 million only.

MR AYAGALCHI: Yes. Thank you.

THE SPEAKER: I thought he was saying Shs 60 million. Prime Minister?

5.02

THE MINISTER OF STATE FOR GENDER, LABOUR AND SOCIAL DEVELOPMENT (YOUTH AND CHILDREN AFFAIRS) (Ms Mercy Lakisa): Thank you, Mr Speaker. It is true, we have been handling such cases, and I am glad that you have brought it on the Floor. Kindly, avail me of all the details pertaining to this particular issue. I am sure that we will come in and help. Just provide us with the details. Thank you.

THE SPEAKER: Yes, Shs 6 million – I am tempted to say this House can raise Shs 6 million in 10 minutes. However, since the minister has committed, we thank the NRM Government for that.

Hon. Betty Nambooze Bakireke, I am told you have a whole substantive paper, but we can not do it. Let us have Hon. Charles Tebandeke, followed by Hon. Rose Obigah.

5.03

MR CHARLES TEBANDEKE (NUP, Bbaale County, Kayunga): Thank you, Mr Speaker. Indeed, I have an urgent matter of national importance.

In my constituency, there is a piece of land under contention between Penina Awori and the community members of Butalabuna Village. This has gone on for so long, involving even arrests of the chairperson of LCI and some other community members.

Yesterday, we hosted Hon. Balaam in the district, under the theme of exposing the corrupt. So, the community members came and raised the same matter before the honourable minister to seek his indulgence and the Government's intervention in the same matter. Immediately after he left, the suspected goons from Penina Awori's estate went the same night and attacked the village. They demolished houses, one for Yasin Matovu, one for Usama Mutebi – the LCI chairperson – and one for Abdallah Kaduunga. They also vandalised wires.

Mr Speaker, even in the presence of the police, today, at 9:00 a.m., they attempted to murder Fred Gawuge, who was cut using a panga and is right now hospitalised.

This matter is contentious. Personally, I have been arrested over the same. No one can speak against this woman called Penina Awori, the contested landlady whose background on acquisition is not clear. I feel like shedding tears because I know the pain my people are going through.

It is my prayer -

THE SPEAKER: Some Members are saying they would love to see what you look like – *(Laughter)* - but this is a matter -

MR TEBANDEKE: It is because it is not upon them. It is on me, and I feel the pain.

THE SPEAKER: I know this matter very well. It is very painful. Please, make your prayers.

MR TEBANDEKE: Mr Speaker, I seek the indulgence of the Ministry of Internal Affairs to investigate the circumstances and the actions of the police at Kayunga Central Police Station and, where need be, report to this House such occurrences – anticipated corruption.

I also need the Ministry of Lands, Housing and Urban Development to go on the ground and investigate this matter. I have written to the minister for lands, Hon. Nabakooba. I have written to the Attorney-General, Hon. Sam Mayanja. I was seeking the indulgence of *Mama Majegere,* but I failed. The matter is becoming contentious.

THE SPEAKER: Now, you have her today.

MR TEBANDEKE: Mr Speaker, I beg to submit.

THE SPEAKER: Yes. She is the one in charge. You were writing to people under her. Rt Hon. Majegere?

MS NABBANJA: Mr Speaker, I have heard the issue at hand. I would like to commit that the Minister of Lands, Hon. Nabakooba, herself, will be in Kayunga. I will also accompany her

and be there myself. I will lead the delegation and we handle that matter once and for all. I will also come with other ministers, including the one of internal affairs. We shall also come with the Attorney-General.

THE SPEAKER: Thank you.

MS NABBANJA: In two weeks, we shall be in Kayunga. *(Applause)*

THE SPEAKER: Thank you. Hon. Rose?

5.08

MS ROSE OBIGAH (NRM, Woman Representative, Terego): Thank you, Mr Speaker. I bring an issue on the theft of teachers' salaries by the so-called moneylenders from Letshego to Platinum to Darkhill to Premium; mention them. While my brother is weeping for me, I am bleeding internally. Teachers call me from Kabale up to Kitgum; it is too much.

These people give a Shs 2 million loan, but the teachers end up paying Shs 40 million. You will never finish paying this loan. They are disturbing the teachers like there is no tomorrow. They have now moved from helping to remain with maybe Letshego; if you are staff of Letshego, you will share the file; it will go to Platinum. When the teacher asks, "When did I take a loan from Platinum?" They say, "You go to Kampala." I am tired.

My prayers. Through you, can the finance committee summon all these people? I am ready to produce over 50 witnesses so that they come and explain why they are doing this.

2. Can the Bank of Uganda explain through the Committee on Finance, Planning and Economic Development whether there is a policy through which these moneylenders operate?

Lastly, if the worst comes to worst, can they all be closed and we deal with banks? Thank you. *(Applause)*

THE SPEAKER: Prime Minister, our teachers' salaries are being improved by the Government but being taken by moneylenders.

MS NABBANJA: Mr Speaker and Members, as you can hear, almost in every part of this country, Platinum and other moneylenders are taking advantage of our vulnerable teachers. I remember this matter was brought up in the last Parliament, and we all agreed that this must stop. However, it seems it is continuing. I am of the view, Mr Speaker and Members, that Cabinet will interest itself in this matter and then we handle it with the Head of State. *(Applause)* Thank you so much.

5.11

MS AGNES KHAINZA (NRM, Woman Representative, Bududa): Thank you, Mr Speaker. I rise on the issue of the Bududa Hospital Bridge. It is not a new matter on the Floor. At one time, when I raised it, Rt Hon. Prime Minister asked me, "Where is that bridge?" Now, the issue that is new on the ground is that last week, Hon. Balaam, the minister, was on the ground and of all the projects that he visited, it was that bridge. The bridge broke down years ago. Now, even the diversion, which we have been using for all this time, the temporary bridge that has been established on that one, is also breaking down.

What worsened the matter is that, when Hon. Balaam began, he called and put loud the minister for works. He answered that he was coming the following Friday. On that Friday, like they waited for Hon. Balaam, this time we all waited for the minister for works, but in vain. I have now been tasked because whenever you appear on the ground accompanying Hon. Balaam, they believe you have brought Hon. Balaam. Since Kiwuma you brought Hon. Balaam, we want you to bring the one of works because this bridge serves the hospital and the district headquarters.

My prayer to the Minister of Works is for him – *(Member timed out.)*

THE SPEAKER: The Prime Minister or you –? You committed yourself; you thought she would not come and raise it here again? *(Laughter)*

MR FRED BYAMUKAMA: Thank you very much, Mr Speaker. Through the Prime Minister, indeed, what the honourable member is saying is true. I had promised to visit them last week but I looked at their issue and I realised that intervention was needed first. What I have done is that we have given that bridge to a contractor called Abubaker, who is there to start constructing it.

Additionally, we realised we need to do the bridge and the access road. We realised there are people who had houses almost reaching the bridge. Our people visited; they have compiled a report and I checked yesterday; it is before the Chief Government Valuer who has to move and assess how much we need to pay for these buildings which are nearby. Then we see how the contractor will start.

For the other access bridge there that is soon giving up, our teams left yesterday to look at that bridge where they are accessing. If it needs repair, the contractor takes on, they will do. Then for purposes of her commanding me to appear there, I do agree; let us go on Tuesday, no problem. *(Applause)*

5.14

MR HAKIM KIZZA (NUP, Bukoto County South, Lwengo): Thank you, Mr Speaker. On the 2nd of September this year, the President of Kenya made a directive to chase away all non-Kenyans who do small businesses in Kenya and gave an ultimatum of 90 days, which started counting on the 6th of September. I am asking the Prime Minister about the status of our fellow Ugandans in Kenya in regards to this.

2. If the Government has any progressive plan on this matter, or if it is possible for the Government to give a detailed report on this matter. I thank you very much.

MS NABBANJA: Mr Speaker and honourable members, after that ultimatum was issued by the President of Kenya, a number of engagements have taken place at the highest levels, and now the ministers of trade and East Africa are going to have another meeting on the 9th of this month. I believe after the bilateral engagements, we shall have a concrete answer. As of now, I do not have a concrete answer, but engagements are still ongoing between the two sister countries, Uganda and Kenya.

THE SPEAKER: Thank you very much. Honourable colleagues, it has to stop here because we have spent one hour and about 18 minutes. Next item.

MOTION FOR ADOPTION OF THE REPORT OF THE COMMITTEE ON EDUCATION AND SPORTS ON THE PETITION OF AFFECTED GRADUATES OF ERNEST COOK ULTRASOUND RESEARCH AND EDUCATION INSTITUTE, NOW ERNEST COOK UNIVERSITY, REGARDING THE NON-RECOGNITION OF DEGREES AWARDED BETWEEN 2011 AND 2017

THE SPEAKER: Procedure is never raised when a matter is being called. Procedure can be raised when a matter is called and is properly or improperly before the House. That is my understanding. Premature procedure fails on its own. *(Laughter)* So, this matter has been here with us for three Sittings, and there is a way forward about it. We want to get enough time to debate the matter of roads. We want to dispose of these two matters, and we get back to the roads. Yesterday, we kept the Minister of Education here up late. Good people should be rewarded. So be patient. Yes, chairperson?

5.18

THE DEPUTY CHAIRPERSON, COMMITTEE ON EDUCATION AND SPORTS (Mr Emmanuel Ongiertho): Thank you so much, Mr Speaker -

THE SPEAKER: Please, summarise your report. It has 29 pages but can be summarised into two pages, and the minister will respond in one or two minutes.

MR ONGIERTHO: Thank you so much, Mr Speaker, for giving us this opportunity to present our report. We also have an executive summary. I can look at that.

THE SPEAKER: Much better.

MR ONGIERTHO: Thank you so much. Before I go into the reports, I request that I lay on the Table the minutes of the meetings and also the report itself. I also request that, since there are two reports which are coming in two different items, I lay on the Table the reports and also the minutes at once, so that when I come to the second one, I don't need to lay them again.
I beg to lay.

Mr Speaker, this is the executive summary of the report of the committee on education and sports, on the petition of affected graduates of Ernest Cook Ultrasound Research and Education Institute (ECUREI), now called Ernest Cook University, regarding the non-recognition of degrees awarded between 2011 and 2017.

Mr Speaker, you received a petition from the affected graduates of the 2011-2017 cohort of Ernest Cook Ultrasound Research and Education Institute (ECUREI), now Ernest Cook University, on 8 June 2026.

The petition sought Parliamentary intervention regarding degrees such as the B*achelor of Diagnostic Ultrasound and Bachelor of Medical Imaging* that were unrecognised by, that is the National Council for Higher Education (NCHE), the improper admission of certificate holders into degree programs, and the administrative retention of original academic documents.

Objective

The primary objective of the committee was to investigate the accreditation and admission procedures applied by ECUREI between 2011 and 2017, evaluate the National Council for Higher Education's regulatory oversight, secure the release of the held academic documents, and accomplish a legal and professional pathway for the recognition of affected graduates' qualifications.

Methodology

Mr Speaker, the committee conducted in-house meetings, looked at documents, and held stakeholder hearings involving:

a. Affected graduates and petitioners
b. Ernest Cook University management
c. The National Council for Higher Education
d. The Allied Health Professionals Council (AHPC)
e. The Ministry of Education and Sports.

Findings

Admission Regulations and Regulatory loophole

Students were enrolled before the formal accreditation of the BDU programme in December 2013. Furthermore, due to the National Council for Higher Education's failure to legally define equivalent entry qualifications under the 2007 regulations until the 2017 regulations, the institution enrolled holders of two-year nursing certificates directly into degree programmes.

The Regulatory Oversight

The National Council for Higher Education failed to exercise adequate oversight despite knowing that the institution was running health science programs during the period in question.

Academic documents

Verified original academic documents retained during prolonged institutional verification processes were formally submitted to the committee by ECUREI during proceedings.

Mr Speaker, I need to explain a little on this, in that the students who were affected, whose certificates had been withdrawn by the university, when the students petitioned Parliament, the institution decided to give them back the same certificates.

Precedential waiver

The 2017 Parliamentary resolution regarding nurses was a one-off technical intervention and cannot serve as an automatic waiver for subsequent non-compliant admissions.

Recommendations

i. Constitute a Joint Review Committee. This should include the Minister of Education and Sports officials, who will be responsible for constituting this joint review committee that should involve the National Council for Higher Education, ECUREI, and the Allied Health Professional Council to undertake an individual verification of all the affected 2011-2017 graduates and report back to Parliament within 30 days of approval of this report.

ii. Case-by-case Remedial Measures

The joint review committee should determine on a case-by-case basis any necessary bridging remedial training or assessments required for graduates to satisfy academic and professional standards.

Mr Speaker, allow me to also explain off this paper. Some of the students even went further to do degrees in medicine, and we think they have taken quite a lot of time. We suggest that after the joint review committee is formed and they have met, if there is a loophole, we would rather have a bridging course for that rather than throwing the students out completely when they have already gone far.

As such, we take note that, actually, it was because the National Council for Higher Education only defined equivalence more clearly in 2017. So many students were affected before 2017, and we cannot let them just go like that.

iii. Qualifications Recognition

Graduates who satisfy entry requirements or complete recommended remedial modules should be issued official written statements confirming their qualifications and facilitated for professional recognition.

iv. Regulatory Guidelines

The National Council for Higher Education should issue comprehensive guidelines within three months of approval of this report, defining "equivalent" entry qualifications across all academic disciplines, not limited to health-related programs only.

Mr Speaker, we recognise, as a committee, that, apart from these students who have reported, there are quite a number of students out there who entered using certificates which, eventually, the National Council for Higher Education is saying that they are not sufficient to go for degree courses. If there are such students out there from the different universities, there should be a way of helping all of them.

v. Safeguarding Document Retention

On this safeguarding document retention, all tertiary institutions should refrain from withholding students' original academic documents without mutual agreement.

Conclusion

The committee concluded that while health science standards and public safety must be safeguarded, innocent students who enrolled under legitimate expectations should be protected from institutional negligence. Implementing case-by-case verification and remedial pathways will preserve professional integrity while delivering justice to the affected students. I beg to submit.

THE SPEAKER: Minister? Let us listen to the minister on why we would not need to debate this matter.

5.29

THE MINISTER OF STATE FOR EDUCATION AND SPORTS (SPORTS) (Mr Peter Ogwang): Mr Speaker, first of all, allow me to thank the committee, and confirm that the ministry appeared.

The petitioner, Mr Henry Garvin Mukalazi, filed a suit in court, which the court heard and determined that the applicant's Certificate in Comprehensive Nursing was not an admission criterion for any Bachelor's degree programme.

In addition, the applicant's degree in medicine, founded on the Bachelor's degree in Diagnostic Ultrasound from Ernest Cook Ultrasound Research and Education Institute, which lacked prior accreditation, was obtained contrary to the governing legal framework.

Accordingly, the National Council for Higher Education (NCHE) acted within its statutory function of safeguarding admission standards and programme accreditation when it declined to recognise the applicant's impugned qualification.

Further, while dismissing the applicant's reliance on a parliamentary resolution, the court agreed with NCHE that reliance on a parliamentary resolution relating to a nursing student did not advance the applicant's case, given that the applicant came from a tertiary institution.

Additionally, Mr Speaker, even if Parliament had intervened in other matters, that would not, by itself, displace the express statutory requirements governing admission and accreditation in this case.

Furthermore, after the court determined the case in favour of NCHE, Mr Mukalazi engaged the ministry for a possible solution. Subsequently, the ministry wrote to NCHE, requiring it to investigate the institution's compliance with the minimum admission requirements and programme accreditation requirements.

NCHE has since constituted a team to investigate the matter. So, what I am trying to imply here, Mr Speaker, is that despite us winning the case in court, we have still met with Mr Mukalazi, and we are continuing to work with him to help him achieve the objective.

So, in my considered opinion, this matter has been resolved. I thank Parliament for giving us the opportunity.

THE SPEAKER: Yes. First, Parliament made a law to guide education service delivery. Secondly, if there is a court judgment, Parliament cannot resolve to vary it.

However, in this case, the Minister of Education and Sports has committed, through the investigation, to give fairness and equity where the law cannot provide remedies.

We request that you expedite the process and provide us with an action-taken report as soon as the investigation is concluded. Next item.

Committee chairperson, do you want to add? Do you want to debate? You wait for the second one. I cannot put a question on such a matter.

MOTION FOR ADOPTION OF THE REPORT OF THE COMMITTEE ON EDUCATION AND SPORTS ON THE PETITION CONCERNING FORMER STUDENTS OF KYAMBOGO UNIVERSITY ON THE AWARD OF A DIPLOMA IN AN UNACCREDITED PROGRAMME AND MISUSE OF GOVERNMENT FUNDS

MS NAMBOOZE: Mr Speaker, I do appreciate the position we find ourselves in when political resolutions are being sought to earn people academic qualifications, especially in the fields of health and medicine.

However, Mr Speaker, this Parliament sent a committee to prepare a report. The same Parliament has allowed the chairperson to present the report here. If the report is not conclusively handled, then those people who will read the *Hansard* might find a gap in our proceedings.

Would it be procedurally okay, Mr Speaker, if that judgment - that ruling you have made - were adopted through the procedures of this Parliament, and that this House is also assured that other students will not find themselves in the situation that the student found himself in? I beg to pray, Mr Speaker.

THE SPEAKER: Under Rule 229, we expect the minister to come and give us an action-taken report. If this House is not - In line with the report from the committee that interacted with the minister and the petitioner. So, there is no - We are doing it well, madam.

The chairperson is willing to come - *[Ms Nambooze: "His demeanour."]* Are you familiar with Hon. Ongiertho's demeanour when he is happy or not? What is your demeanour saying? *(Laughter)*

MR ONGIERTHO: Mr Speaker, it came before us that the student went to court, all right. The court ruled as the Minister has read.

However, our concern was that this was a brave person who brought out something affecting many students out there, not only students from Ernest Cook University, but also students at other universities, particularly in cases where students were admitted with certificates in nursing.

It was only in 2017 that NCHE clarified the word "equivalent". Before 2017, so many students from different universities - When we also met the Allied Health Professionals Council, they were very clear to us and said there are so many people working out there, and if nothing is completely done, then there will be a big problem.

THE SPEAKER: That is why there is an investigation, chairperson.

MR ONGIERTHO: Exactly. For me, I agree with what the minister has stated.

THE SPEAKER: Thank you. Anyway, what you cannot get in court, you cannot come to Parliament and get it after going to court. Otherwise, we shall have somebody file a case up to the Supreme Court and then come to petition Parliament. Let the ministry look at it with the aim of having corrective remedies for equity, purely.

MR OGWANG: Mr Speaker, I commit, on behalf of the ministry, that we have taken the matter and we are discussing it seriously. Personally, I chaired the meeting on this specific subject.

I was able to have a brief with the acting Minister of Education and Sports – by the way, who is directly responsible for higher education in terms of the appointment. We have engaged both NCHE and the Allied Health Professionals Council, in line with what the chairperson stated here.

Clearly, we are on top of this matter, and we will report back. Give me three weeks; I will come back to give a final position in line with what I have said.

THE SPEAKER: When you come back, answer the question from the Speaker, which I heard from somebody else saying, "Why would we, in a country like this, allow admission to take place, train, parents pay fees, people bathe every day, put on clothes, and graduate, and then we..." You will answer those many questions. Next item? Yes, chairperson of the committee.

5.38

THE DEPUTY CHAIRPERSON, COMMITTEE ON EDUCATION AND SPORTS (Mr Emmanuel Ongiertho): Thank you, Mr Speaker. I present an executive summary of the Report of the Committee on Education and Sports on the Petition concerning former students of Kyambogo University on the award of a diploma in an unaccredited programme and misuse of Government funds.

The Speaker received a petition from former government-sponsored students of Kyambogo University (cohort 2017) on 8 June 2026 regarding their admission to an unaccredited academic programme, the unilateral issuance of qualifications different from those advertised and the alleged misuse of government funds.

Subsequently, through the office of the Clerk, the petition was referred to the Committee on Education and Sports for consideration.

Objective

The main objective of the committee's inquiry was to investigate the accreditation status of the programme undertaken by the petitioners, determine the legal and administrative basis for the change in qualification titles, evaluate the monitoring mechanisms for government-sponsored programmes, and recommend appropriate remedial actions for the affected graduates.

Methodology

The committee reviewed relevant statutory frameworks, including the Constitution of the Republic of Uganda 1995, and the Universities and other Tertiary Institutions Act, Cap 262 and held interactive meetings with key stakeholders, including the petitioners who are the former students of Kyambogo University, officials from Kyambogo University, the National Council for Higher Education and the Ministry of Education and Sports.

Discrepancy and communication failures

Students were admitted under government sponsorship to pursue a Diploma in Physical Education and Sports Management, but were awarded a Diploma in Sport Management without prior written notice or informed consent.

I need to emphasise that the students' admission letters clearly stated a Diploma in Physical Education and Sports Management, but when they finished, the certificate awarded to them was a Diploma in Sport Management- *(Interjection)* - I am saying sport management because, in another situation, there is sports management, and yet this one is sport management.

Accreditation status

Inconsistencies exist between the university's records and the National Council for Higher Education register regarding the exact title and accreditation period, though the evidence does not establish that students completed a wholly unaccredited course.

Institutional and regulatory delays

Weaknesses in the university's record management and prolonged administrative delays by both Kyambogo University and the National Council for Higher Education exacerbated the students' uncertainty, impacting their employment and academic progression.

Honourable members, I emphasise that from the time the students were admitted, midway, they realised that something was not correct. They went back to the administrator of Kyambogo and inquired, and they were assured that they would be awarded diplomas in the courses you have been admitted for.

Government funds audit

Available evidence does not conclusively prove that the Government sponsorship funds were misappropriated, but a formal alignment verification is required. Here, the students believed that the Government decided to sponsor them specifically for that element of physical education because the Government wanted to have teachers to support sports activities in secondary schools, and now the students believe that the university used that as a way of attracting Government funding when actually they knew that they were going to take the students through a different course.

Recommendations

1. Joint review and remedial roadmap

Kyambogo University and National Council for Higher Education should execute a joint comparative curriculum review and implement the agreed roadmap at no cost to the affected students.

2. Definitive accreditation determination

National Council for Higher Education should complete its investigation within 30 days of approval of this and, together with Kyambogo University, issue an official written statement confirming the accreditation status and equivalence of the qualifications.

3. Record regularisation and system control

Kyambogo University should regularise the programme across the systems, strengthen internal controls and submit all necessary records to the National Council for Higher Education within 30 days. Kyambogo tried to explain that we still have the old letter, and we are asking if it was the old letter and you recognise it; the students come to you, they ask, and you still say, "We will award you the diploma." Which means you must go back into your system and make sure that the letters of administration are actually aligned to the courses that you want to give to the students.

Sponsorship audit

The Ministry of Education and Sports, in collaboration with the National Council for Higher Education, should audit the Government sponsorship provided to the cohort of 2017/2018 and 2018/2019 to verify compliance. We think that somebody should be able to ascertain that the university did not take advantage of the Government and use the money to do something else.

Legislative reform

Parliament should amend the Universities and other Tertiary Institutions Act, Cap. 262 to introduce statutory penalties for non-compliance by higher education institutions. In this situation, we thought Kyambogo needed to be reprimanded, but when we went through the Act, we could not identify any provisions. So, we thought maybe that Act should be amended so that eventually universities that do such a kind of thing are punished, and we recognise that it is not only in Kyambogo where students are going through this. There is a possibility that in other public universities, students are having similar problems, only that no one has come out to highlight them, except for these brave boys and girls who came up to point out such problems.

The committee concludes that the affected graduates acted in good faith and should not suffer due to institutional administrative lapses. The overriding objectives remain establishing the definitive accreditation status, regularising students' records, and providing appropriate redress to protect graduate career progression. I beg to submit.

THE SPEAKER: Minister, a lot of things are happening under your watch.

MR OGWANG: Mr Speaker, first of all, I regret this incident that happened in our university. I totally take responsibility as a supervisor of this university. Following a meeting held on Wednesday, August 2026, between the Parliamentary Committee on Education and Sports and the Minister of Education and Sports, at which the National Council for Higher Education was represented.

The Ministry of Education and Sports convened a meeting on Thursday, 6 August 2026, attended by representatives of the National Council for Higher Education and Kyambogo University to establish the facts surrounding the matter, to consider the petition and agree on the way forward.

It was resolved as part of the road map that the National Council for Higher Education and Kyambogo University shall jointly undertake a comprehensive comparative review of the accredited curriculum for the diploma in sports management and administration. The curriculum is implemented by the university under the diploma in sports management.

An ad hoc committee comprising technical officers from the National Council for Higher Education and Kyambogo University was constituted and has since started the assignment. As of today, they have so far held two meetings.

Mr Speaker, allow me to follow up on this matter because it is very urgent. I also want to send a message to the rest of the country: if there are other cases of this kind happening, our offices in the Ministry of Education and Sports are open. Come and give us additional information regarding other matters of this kind.

THE SPEAKER: If you are a victim like Hon. Oshabe is saying, we are not handling victims here. We are opening a way, because what is going on is a lot. Have you ever seen a minister come here and say, "I take full responsibility?" *(Applause)*

Therefore, if you know of any victims, the door is open. Minister, we are giving you 45 days to report back here. When you come back, we shall consider Items 4 and 5, then take a vote based on the action-taken report. Next item.

THE SPEAKER: Procedure? It should be procedure. Cite for me the rules.

MR NSAMBA: Thank you, Mr Speaker. The matter we have dealt with is for Kyambogo University, particularly a programme at Kyambogo University. However, there are quite many.

THE SPEAKER: Hon. Patrick Nsamba, we just said that if there are other matters, please refer to the minister for education. Is the word *"banange"* Luganda or English? I think it is English. Yes?

MR OLANYA: Thank you, Mr Speaker. The procedural point I am raising - I am happy because the chairman and the minister brought out the problem in Kyambogo University clearly - is that when you are considering the matter, you need to look at the course units that were given to those students.

Looking at the admission letter alone may not lead us to the conclusion that you studied the wrong course. Let us look at the course units that they attended in the class -

THE SPEAKER: Hon. Olanya, I would like to advise the minister; please co-opt Hon. Olanya. He is a fresh PhD graduate and a teacher, by profession. Therefore, he might give you - Hon. Olanya, that was not a procedural matter, but an indication that you are willing to improve on their -

MR OLANYA: Thank you, Mr Speaker. I am from Kyambogo University.

THE SPEAKER: Can we go back to Works? You are from Kyambogo University?

MR OLANYA: Yes, I finished my PhD from Kyambogo University.

THE SPEAKER: We shall need to look at the course units. *(Laughter)* Call the minister of works. Honourable members, we are back to works ministry. You call the item, and so that Members can contribute.

MINISTERIAL STATEMENT ON THE PERFORMANCE OF THE WORKS AND TRANSPORT SECTOR DEBATE ISSUES

THE SPEAKER: We shall do one minute, that is, if you do not repeat. Let me begin with - even Hon. Kasule wants to - Hon. Paul Mwiru - This side, first relax; we are going to take 10 from the Opposition side and 15 from the Government side.

5.54

MR PAUL MWIRU (NUP, Jinja South Division East, Jinja City): Thank you, Mr Speaker. I thank the minister for the statement, but in one minute, I will just go straight to one issue because of time. Honourable minister, you did not distinguish between the types of funding because, for now, when you move throughout the town, there are pre-financing roads, and pre-financing first is indirect borrowing. The way it is being done needs parliamentary approval. I want you to take note of that.

Secondly, the contractors who are proceeding under pre-financing, they are actually being awarded very many roads. They do not have the capital. They open all of them at once. Whenever we ask them why they opened all the roads, they say, "We do not - *(Member timed out.)*

THE SPEAKER: He is a Chief Administrative Officer (CAO), so give him one more minute. He might help others not to repeat the same thing.

MR MWIRU: They say that they do not have money. So, I seek your indulgence, honourable minister; if we are going to proceed under pre-financing or under any arrangement, we should be sure that the contractor has the money to work on a specific road. For them, they think they can put the Government under pressure by opening up all roads, yet no work is going on. It is important to consider.

Secondly, I raised the issue of parliamentary approval. Pre-financing is being done through finance ministry. It is illegal. I want you to speak to it.

THE SPEAKER: Hon. Sekabira, then Hon. Nambooze, Hon. Sulaiman Kiwanuka, the Speaker has seen you today. You must speak.

5.57

MR DENES SEKABIRA (NUP, Katikamu County North, Luweero): Thank you, Mr Speaker. The minister mentioned that the Luweero-Butalangu Road is 87 per cent covered. However, I want to put it to him that under the contract, the contractor is supposed to work on 10 kilometres of access roads, but there has not been any survey to that effect.

Number two, when I raised the matter of Ngogoro-Kagalama Road, under matters of national importance, you sent a contractor who is now doing shoddy work. He is digging and compacting the silt from the sides of the road. When the rain comes, the silt will be swept away, and we shall have the potholes back.

Number three, the road from Kagoye–Kabuye-Kibula is impassable and has to be maintained.

Lastly – *(Member timed out.)*

THE SPEAKER: Hon. Nambooze, please, talk about the road to the Speaker's home. If you do not, I will cut you short. *(Laughter)*

5.58

MS BETTY NAMBOOZE (NUP, Mukono Municipality, Mukono): Thank you, Mr Speaker. The Namboole section - We were promised access roads to Namboole, under the Africa Cup of Nations (AFCON) project, but as people were complaining here about people who want compensation, for us, we are ready. That also includes the road that passes near the Speaker's village, which runs from Jokas through Nantabulirirwa, Kirowoza, Seeta to Kyungu.

So, the Speaker has been represented properly. *(Laughter)*

The minister also mentioned something about the way I looked at him when he was talking about the train. In Mukono, we can tell the difference between a train and a big cart – *(Interjections)* -because these are two different things. We are so - *(Member timed out.)*

THE SPEAKER: You conclude that because you mentioned the Speaker's road. *(Laughter)*

MS BETTY NAMBOOZE: Thank you, Mr Speaker. As much as we appreciate the reintroduction of the passenger trains, we want the Government to bring back the real Diesel Multiple Units (DMUs) for passenger wagons instead of just getting up wagons where we are travelling like cattle.

Let there be strict timing, more journeys, and then the parking area where people can board from – You know, people get off the trains just in the bush.

Lastly, when the districts were given Shs 1 billion under the Uganda Road Fund, it was not an addition, but a subtraction because we are now receiving less money, as districts, under the Uganda Road Fund.

For example, in Mukono Municipality, originally, we were getting Shs 1.6 billion under the Uganda Road Fund, but when the Shs 1 billion was introduced, now - *(Member timed out.)*

THE SPEAKER: Hon. Kiwanuka and then Hon. Komakech.

6.00

MR SULAIMAN KIWANUKA (NUP, Nakifuma County, Mukono): Thank you, Mr Speaker. I pray that you give me an extra minute.

THE SPEAKER: I will give you two minutes.

MR SULAIMAN KIWANUKA: Thank you. I was able to make my maiden speech, but this being my first time to speak while you are chairing, allow me to congratulate you on the win. You said that for those people who did not vote for you, you are their Speaker as well. I commend you for walking the talk.

Mr Speaker, as I represent the people of Nakifuma -

THE SPEAKER: That is why I gave Hon. Paul Mwiru to speak first. *(Laughter)*

MR SULAIMAN KIWANUKA: You gave them 15, and you have given us 10 minutes. I come from Nakifuma, which has close to 240,000 people who pay taxes to the Government. I was attentive to the report from the minister, but I never heard Nakifuma mentioned anywhere.

I would like to draw the minister's attention to the road that crosses from Nakifuma to Nagogye and Namataba. There is a bridge that has stalled for close to five months now. Allow me to ask the minister: Why is Nakifuma not in your plans? Thank you.

6.02

MR CHRISTOPHER KOMAKECH (NRM, Aruu County, Pader): Thank you, Mr Speaker. I thank the minister for delivering the right information. Rwenkunye-Masindi Port–Apac–Lira–Puranga–Acholibur was the sequence of that road. Lately, that sequence has changed. It is now Rwenkunye-Masindi–Apac–Lira-Puranga Road.

Honourable minister, that road which you are saying is being constructed and is at 80 per cent completion, to Puranga, does not reach Puranga. They are actually stopping in Lira, but the Puranga name has always been dragged into it to the extent that in the previous election, the President was in Pader District and so was the Prime Minister and every dignitary. We do not understand what is happening to Puranga-Acholibur Road - *(Member timed out.)*

THE SPEAKER: Yes, the lady in blue. That colour has caught my eye – Abim?

6.04

MS JOYCE AAYOO (Independent, Woman Representative, Abim): Thank you, Mr Speaker. That is why we love you; because you are our Speaker.

THE SPEAKER: I love you too. *(Laughter)*

MS AAYOO: Thank you. I take this opportunity to give this information to our honourable minister. You have discussed different roads and bridges. We, the people of Abim, are now 20 years old as a district, but we do not even have a kilometre of tarmac.

Number two, we have a bridge that connects us to Matany Hospital – that is Napak District – and it connects - *(Member timed out.)*

THE SPEAKER: Please, one more minute; she was disturbed. *(Laughter)*

MS AAYOO: Thank you. That bridge is called Lion's Bridge. It connects us to Matany Hospital. It is in a very bad state, and it is claiming people's lives. We request that you consider it. Thank you.

THE SPEAKER: Hon. Spellanza?

6.05

MS SPELLANZA BAGUMA (Independent, Woman Representative, Kyenjojo): Thank you, Mr Speaker. Allow me to thank the minister for his hands-on method of work, which is enabling even our road from Kyenjojo to Mubende to be worked on.

However, Mr Speaker, allow me to request these two roads that nearly brought political issues in my area. One is the road from

Kyenjojo, through Kahunge, in Kamwenge District, and another is the road from Hakibale in Fort Portal, through Kyenjojo to Kakabara in Kyegegwa District – connecting many districts. If you consider those ones, we shall be very grateful. Thank you.

THE SPEAKER: Butaleja?

6.06

MS SARAH LOGOSE (NRM, Woman Representative, Butaleja): Thank you, Mr Speaker. Honourable minister, thank you for your presentation. However, in Butaleja, we have a bridge that connects Tororo, Butaleja, Budaka and Pallisa.

That bridge has now spent two years without being worked on and it has claimed very many people's lives. Up to date, you have read all the roads, even from the bordering districts, but Butaleja is nowhere to be found. I kindly request that you consider that bridge and also the main road that connects Namutumba - *(Member timed out.)*

THE SPEAKER: Conclude for the record.

MS LOGOSE: Thank you. The main road that connects Namutumba to Butaleja to Mbale -

THE SPEAKER: Hon. Mudiimi is not allowing you to speak? Please let her conclude for proper capturing.

MS LOGOSE: The main road that connects Namutumba to Butaleja through Nabumali to Mbale was also not considered. And as my fellow honourable member from Kyenjojo said, even for us in Butaleja, that road brought us issues, especially during campaigns. I would like you to help us consider it because it is somehow crippling our economic development, yet we need to go into the middle-income status as per the goals of the Government. Thank you.

THE SPEAKER: Otuke?

6.08

MS SUSAN ABEJA (NRM, Woman Representative, Otuke): Thank you, Mr Speaker. Allow me to appreciate our honourable Minister for Works and Transport for the wonderful statement that he has read to us. He said that they do not have money to do or tarmac all the roads at the same time.

However, I humbly request - honourable minister; I am kindly talking to you. Aloi-Otuke-Abim road, for the last how many years, they have been maintaining it. That is a waste of taxpayers' money. They have just sent me a message that if our minister could only tarmac the road using the money he has budgeted for this financial year; even if you give us three kilometers of tarmac, then again the next financial year you give us - *(Member timed out.)*

THE SPEAKER: Yes, that is Bulambuli?

6.09

MS SARAH WEKOMBA (NRM, Woman Representative, Bulambuli): Thank you, Mr Speaker. I also want to thank the Minister for the statement and for working on the Muyembe-Nakapiripirit Road, and as I speak, LBC works are ongoing.

However, there is a road that links us to markets and trade, and that is Simu Corner, which is the Buginyanya-Bulago Road, which is under the Ministry of Works and Transport. I would like the honourable minister to also help with that road to Bulambuli in Eastern Uganda. Thank you.

THE SPEAKER: Wakiso, you have so many slums. You need more roads. Then I will end with the Hon. Nsamba; the number eleven.

6.10

MS BETTY NALUYIMA (NUP, Woman Representative, Wakiso): Thank you, Mr Speaker. I commend the minister for the great statement; I appreciate him because he is among the ministers who inform us when they are in our areas. For the others, we just hear that they were there.

We are already in the rainy season. In Wakiso, over 4.5 million people are affected, and many of us here, too. Now, I want to bring to your attention the hotspot, which is affected

by flooding yet it leads to the international airport. That is Kitubulu. Last year I got some reports where many international travelers were affected by that flooding area near Lake Victoria - *(Member timed out.)*

THE SPEAKER: Use the one minute carefully.

MS NALUYIMA: Thank you so much. I want the minister to inform this House of the measures he is going to take this time, so that international movements are not affected at that Kitubulu point where Lake Victoria crosses; that is in Katabi Town Council.

Also, let us get to know what plan you have for the Bubebele Bridge. You had it in the plans, but it is no longer anywhere as far as your statements are concerned. Bubebele connects Kasanje to Busi Islands.

So, for the island transport, rethink the Bubebele Bridge and many other islands. You did not emphasise matters of the islands; please rethink water transport. I thank you.

THE SPEAKER: Hon. Mukhaye, Mbale District, then Patrick. Mukono has already spoken.

6.12

MS MIRIAM MUKHAYE (NRM, Woman Representative, Mbale): Thank you, Mr Speaker. I was going to the minister directly, but thank you for the opportunity. I want to appreciate the Minister. We have always had Nkokonjeru-Mbale Road in the budget, but this time I appreciate that it has been cited as one of the roads that are going to be worked on. We are excited in Mbale.

However, on the Mbale-Tororo Road, we have a challenge. There is a weighbridge that needs to be worked on; it is always affecting traffic. Many accidents happen on that road because of the weighbridge and heavy trucks that come there.

I want to appeal to the minister that the weighbridge be worked on. Let there be space for trucks in order for them not to cause accidents on that road.

We also have another bridge on Mbale-Tororo Road that was badly affected by the flood - honourable minister, stand with us and support the people of Mbale. Thank you.

THE SPEAKER: Hon. Patrick Nsamba, then the Member from Namutumba.

6.14

MR PATRICK NSAMBA (NUP, Kassanda County North, Kassanda): Thank you, Mr Speaker. Allow me to join my colleagues in thanking the Minister of Works and Transport. Honourable minister, you are giving a lot of hope to the people of Uganda. Kindly carry it forward, because they would like to see a better Uganda.

Mr Speaker, if somebody is coming from Gulu going into Mbarara, that person has to come to Kampala first so that they join the road that goes to Mbarara. It is high time we started thinking about roads that connect the country from that angle.

When you are coming from Hoima and want to go to Mbarara, there is a road that comes from Kiboga through Kassanda to Myanzi. For quite a long time, we have been crying for that road to be worked on. We have seen money that comes here - *(Member timed out.)*

THE SPEAKER: I passed that road when I was from Mbarara going to Kiboga. You conclude.

MR NSAMBA: Thank you. Honourable minister, such roads connect the entire Hoima, Kiboga, and Sembabule to this other region by just completing a stretch of about 36 kilometers. It will add a lot of value to the country.

Lastly, we have so many districts that are not connected to the tarmac. Can we begin with low-cost sealing with at least the district headquarters so that at least within the town like Kassanda, you are able to have some form of tarmac that can save the people living in

that town from the daily dust in those towns. It looks so bad. Thank you, Mr Speaker.

THE SPEAKER: Namutumba?

6.16

MS BETTY NAKISITA (Independent, Woman Representative, Namutumba): Thank you, Mr Speaker. I would also like to join colleagues in thanking the honourable minister for the submission. We thank the Government for the Shs 1 billion that is given to all districts to construct roads or for road maintenance.

However, some machines are lacking. As for Namutumba District, we lack an excavator, a backhoe, and a bulldozer. However, we are required to get money and pay in the central region to get those machines. That reduces the mileage that we have to cover for the district maintenance. If it is possible, could we have those machines available such that we maintain as many kilometers as possible? Thank you.

THE SPEAKER: I am done with this side. Fourteen of you have used 19 minutes. Yes, the only DP here. Make it 15 minutes. Minister, do you see how many people still want to talk?

6.17

MR PETER OKOT (DP, Tochi County, Omoro): Thank you very much, Mr Speaker. I thank the minister for the very comprehensive report. We have a 62-year-old road running from Gulu City through Omoro, Pader, Agago, Abim, Kotido to Moroto. It is called Moroto Road. I looked through the list that the minister has presented, but I did not see it under upgrade or maintenance. The road is in a very bad state.

That is the only road that leads to Omoro District Headquarters. The alternative road to the district headquarters, through Tochi Bridge, is broken at Tochi Bridge. So, accessing services by the people of Omoro District is a very big challenge. We request that if the upgrade cannot yet be done, at least there should be some maintenance done to help people.

Secondly, the only mechanical - *(Member timed out.)*

THE SPEAKER: Hon. Benson Lugwar?

6.18

MR BENSON LUGWAR (Independent, Agago North County, Agago): Thank you so much, Mr Speaker. Mine is a humble request because every year, we have Blessed Daudi Okello and Jildo Irwa Day. They are martyrs of this country. More than 30,000 pilgrims and clergy always go to Paimol to attend the prayers.

It is my humble request to the honourable minister that the road that is linked to Paimol be worked. The day is on the 20th of this month. Every year, we lose life on the trucks that carry believers to go for the prayers. That is my request, Mr Speaker. Thank you so much.

THE SPEAKER: That is why I picked you. Member for Kiryandongo? When she speaks, Hon. Linos, you will not speak. *(Laughter)* You are not in competition.

6.19

MS JOVIA KATUSIIME (NRM, Woman Representative, Kiryandongo): Thank you so much, Mr Speaker. My question goes to the minister for works. The people of Kiryandongo want to know when the Karuma new bridge will be operational? Thank you very much.

THE SPEAKER: That is brief. Let me jump this middle place and come here. Let me begin right here – this line. I will pick four only – those who are smiling better. *(Laughter)*

6.20

DR PATRICK WAKIDA (NRM, Kabweri County, Kibuku): Thank you, Mr Speaker. As I listened to the minister outlining the roads for this year, I was surprised that two roads that were announced in 1996 by the President have not been listed among the roads for this year. This is a road from Nabumali to Namutumba. It was first mentioned when I was in A-level. The President told the people of Bunyole that: "If you vote NRM, we shall do this road." Just recently, the President came back. I happened to attend that rally. He said the contractor - *(Member timed out.)* - allow me to complete this point because it is very important.

I talk on behalf of Bukedi, this road needs to be done. Bunyole has never had a tarmac road. Butebo has never had a tarmac road. We need a road that connects this community, right from Mile Eleven from the side of Tororo, crossing through Butaleja up to Butebo, which connects to Kumi. Then, we shall have a community that is interconnected.

Honourable minister, what considerations did you have when you were making these roads for this financial year? Thank you very much, Mr Speaker.

THE SPEAKER: Hon. Edmond?

6.22

MR HERBERT ARIKO (NRM, Gweri County, Soroti): Thank you, Mr Speaker. I would like to thank the minister for the statement. My issues are few. One, honourable minister, when His Excellency, the President was campaigning in Soroti on the 3rd of November last year, he promised that your ministry was going to work out a framework under which the road that is going to be constructed between Kumi, Ngora, Serere and Kagwara will be interconnected from Ocaapa, Asuret, Soroti and from Serere, Omodoi to Soroti. We would like to hear how far you have gone with that.

The second issue I want to raise is on the fund for roads. After the arrival and the granting of the Shs 1 billion, most of our districts – Other people say they have a little bit remaining. For ours all – *(Member timed out.)*

THE SPEAKER: Member for Maruzi?

6.23

MR BERNARD OTIM (NRM, Maruzi North County, Apac): Thank you, Mr Speaker. I have just seen on social media they are reporting that my "driving permit" is expired. I am talking about the driving permit in Lango Subregion. I am in receipt of a letter –

THE SPEAKER: By the way, it is here for some of you who are doubting. *(Laughter)* Honourable minister for works, my expired permit is here. So, I am waiting for you to come. *(Laughter)*

MR OTIM: For that matter, I have spoken for you; so, give me two minutes, Mr Speaker. *(Laughter)* The Ministry of Works and Transport, then under Gen. Katumba Wamala, promised the people of Lango Subregion that they would establish a driving licence issuing centre in Lango.

We have that letter in our custody. Lango Subregion provided space – *(Member timed out.)*

THE SPEAKER: One more minute.

MR OTIM: Thank you. Lango Subregion is the second highest tax-paying subregion in Uganda, but the problems and troubles that our people go through to obtain driving licences is unaccountable.

Honourable minister, when are you going to establish for our people the driving licence issuing centre in Lango?

Lastly, I want to appreciate the minister for sending his people to Maruzi North to look at our roads. Thank you so much. I beg to submit.

THE SPEAKER: Dr Rude?

6.25

DR MONDAY RUDE (NRM, Bukonzo County East, Kasese): Thank you so much, Mr Speaker. In the interest of time, honourable minister, thank you so much for the four bridges in Bukonzo County East.

However, I rise on three key critical points. One is that the road from Kikorongo to Bwera has now taken more than four years, and you reported that it is at 4.4 per cent. When is it getting completed?

Secondly, the airfield in Kasese has been in the NRM manifesto for the last three *bisanja* – and is a presidential pledge. However, from what you presented, you did not make mention of it. The people of Kasese and the entire Rwenzori

region would like to hear from you about this. When is this airfield getting upgraded to an international airport?

Locally, Kasese is one of the largest districts currently, with 44 subcounties with a very large terrain and – *(Member timed out.)*

THE SPEAKER: Hon. Nakut?

6.26

MS FAITH NAKUT (NRM, Woman Representative, Napak): Honourable minister, I want to thank you for your result-oriented approach towards work. Keep it up.

I have one issue for you. On the road rehabilitation grant, I request that you vary and top up money for the districts that have many roads and are large, in terms of size. Napak District is 4,900 square kilometres. It should be the third largest district in Uganda, yet among the six districts you are topping up money, it is missing. Please, consider Napak District so that we can maintain the roads that we have.

The second issue, Mr Speaker, is I propose that in exercising our responsibility of upholding equity as per the Article 21 of the Constitution, we put in our lobbies, a notice board. When we are discussing a sector paper like this one, that notice board should have the map, highlighting what is going to which part of the country so that we know – *(Member timed out.)*

THE SPEAKER: Member from Masindi Municipality?

6.27

MR ROGERS BYAMUKAMA (NRM, Masindi Municipality, Masindi): Thank you, Mr Speaker. AFCON is one of the key projects for the Government for this financial year. I would like to know from the minister, the roads mentioned, even those that have funding, when the graders are reporting.

Secondly, I heard your plan of train transport. One of the biggest problems of Kampala metropolitan is road traffic. When are we getting a comprehensive plan for a railway system across all major transport axes?

Thirdly, on the issue of roads, 6,000 kilometres since colonialists were here, compared to our sister countries, is a very small number. Ethiopia, 27,000 kilometres. Kenya, 26,000 kilometres. Tanzania, 15,000 kilometres of paved roads. In the last six years alone, Kenya has done – *(Member timed out.)*

THE SPEAKER: Hon. Kitiyo?

6.28

MR PATRICK KITIYO (NRM, Kapchorwa Municipality, Kapchorwa): Thank you, Mr Speaker. I want to thank the Minister of Transport and Works for the comprehensive report. He is among the few patriotic Ugandans.

I have shared something with him, but the critical thing I wanted to bring up is about a road, which connects Chepsikunya, Kirige to Bukwo. It is a very critical road, which also serves as a security road. Honourable minister, I would ask that it is included among those to be worked on. Meanwhile, as it is being planned, I request that it is well maintained. Right now, it is very difficult to access.

Secondly, there is an airfield in Chepsikunya. You have land there, but there are so many encroachers on the land. I will request that that land be protected or fenced so that there are no more encroachers, and once we request for the airfield, we are able to get it. Thank you very much.

THE SPEAKER: Hon. Okwi?

6.29

MR CONSTANTINE OKWI (NRM, Kibale County, Pallisa): Thank you very much. I want to thank the minister for a clear statement. First, I would like him to give clarification on the reclassification of roads from the district to the national consideration.

Honourable minister, we met you as the leaders of Pallisa, and proposed some roads for transfer. You excited us and promised it would happen. However, the permanent secretary wrote to the contrary. Kindly give clarification on that.

Secondly, we appreciate the road from Tirinyi to Kumi, but the drivers have refused to heed the speed limits at the trading centres. There are so many accidents, and we have lost so many people. We have repeatedly requested for road humps at – *(Member timed out.)*

THE SPEAKER: Hon. Okeyoh, the Islander. It is difficult to know whether he is Kenyan or Ugandan, but -

6.30

MR PETER OKEYOH (NRM, Bukooli Island County, Namayingo): Thank you, Mr Speaker. Honourable minister, we come from the islands, as my colleague from Wakiso has stated. When I looked at your road map, there is no new ferry that is going to be launched or constructed, yet we need a ferry that connects Majanji to Lugala to Busiro and then goes to the islands. This is a tourist attraction area, and this would help to tap a lot of money into this economy.

Secondly, honourable minister, is the question of the Jinja Pier. This is a sleeping giant. If it could be reconstructed, there would be a lot of business within Jinja City, and also, it would help to ease transport on our roads. Our roads are getting overwhelmed because of the heavy trucks that pass on them.

THE SPEAKER: The next?

6.31

MR RICHARD ONGOROK (NRM, Usuk County, Katakwi): Thank you, Mr Speaker. I want to thank the minister for the report, but request that, under your DUCAR project, point number four, consider the roads of Okoritok-Okuda, up to Kaeselem, because those roads are security roads, and now that the rains are coming, they flood, and the security personnel have no access to rescue the people. The other road is Adacar, Okuliak, and Amendera in Katakwi District. Thank you very much.

THE SPEAKER: Next. I am trying to -

6.32

MR WELLBORN OTTOBER (NRM, Aruu North County, Pader): Thank you, Mr Speaker. For record purposes, I am Wellborn Odiya Ottober, from Arua North – *(Laughter)* - Honourable minister, I am grateful for your comprehensive submission.

THE SPEAKER: For the record, you are?

MR OTTOBER: Mr Speaker, for record purposes, I am Wellborn Odiya Ottober, MP for Arua North in Pader District. Honourable minister, I want to appreciate your ministry, but at one point, the person you succeeded went on the ground to survey one of the bridges in Pader District called Watlac. It was constructed by the ministry, but because of heavy downpours – *(Member timed out.)*

THE SPEAKER: Please, give him one minute because he spent more than half of the minute saying the name. *(Laughter)*

MR OTTOBER: Thank you, Mr Speaker. Right now, honourable minister, there are health facilities to which supplies of drugs cannot be taken easily because of that affected particular bridge. It is my humble appeal that you have a quick intervention in respect of that particular bridge. Thank you, and may God bless you.

THE SPEAKER: Honourable Member from Bugweri?

6.34

MR SADALA WANDERA (NRM, Bugweri County, Bugweri): Thank you, Mr Speaker. I am Sadala Wandera. I represent Bugweri Constituency.

Mr Speaker, our eastern route right from Kampala to the border is used for imports and exports. I believe our honourable minister would have given it priority because anything small on that road jams the entire road and normally delays the traffic. For somebody who is importing and exporting goods, there is a lot of delay because of the narrow road. These roads were designed in the 1900s, and

whenever we work on them, we still use the same size of the road.

THE SPEAKER: Hon. Ismail?

6.34

MR ISMAIL OGAMA (NRM, Lower Madi County, Madi-Okollo): Thank you, Mr Speaker. I am Ismail Ogama, from Lower Madi. In 2016, the President called a delegation from West Nile. The late Gen. Moses Ali led this delegation, and it comprised various stakeholders.

During the meeting at State House, Entebbe, the issue of a proposed security road connecting at Kiakia Bridge was discussed. The minister has not mentioned this proposed bridge in his report. That is one.

The Rhino Camp ferry that stalled in 2020 because it got a problem with the engine was not mentioned in the report.

Lastly, you talked of Aca Bridge being at 92 per cent. Mr Speaker, that is not true – *(Member timed out.)*

THE SPEAKER: The minister has heard. Hon. Ameede, then the deputy chairperson, Budget Committee, and then the chairperson of the Committee on Trade, Tourism and Cooperatives. Then, I will come to Hon. Linos Ngompek.

6.37

MS AGNES AMEEDE (NRM, Woman Representative, Butebo): Thank you, Mr Speaker. I thank the minister for the elaborate statement. However, honourable minister, I would also have wanted you to include what you intend to do to strengthen the quality of the roads. For example, the road that was recently launched, the flyover at Gaba, around Mukwano Industries factory to the traffic lights, there are already potholes. This is a recent road, constructed expensively with the expatriates.

Back to Butebo, it is the only district without any tarmac. The road that links the district to the city - We are close to Mbale City - is a national road. It is in such a poor state. Continuously, the contractors who maintain that road do a shoddy job.

Lastly, the Mbale-Kumi Road – *(Member timed out.)*

THE SPEAKER: Vice chairperson for the budget committee. You started with the Ggaba Road flyover.

6.37

MR TOM ALITI (NRM, Maracha East County, Maracha): Thank you, Mr Speaker. My name is Tom Aliti, MP Maracha East County in the West Nile region.

My point, honourable minister, is about the Arua-Nebbi Road. I thank the honourable minister, it is in the plan for rehabilitation, but this road carries very heavy tonnage vehicles, especially moving to Democratic Republic of Congo (DRC). Maintenance of the road is very poor. We ask that probably, the thickness of the asphalt that will be put there should be a minimum of 80 millimetres thick. Otherwise, the road will be destroyed in a very short while.

The second issue is the road connecting Terego and Maracha districts via Balido Bridge. That road was pledged to be worked on, up to date – *(Member timed out.)*

THE SPEAKER: Hon. Boniface Okot. Those who are seated at the back, we shall tell you what will happen.

6.38

MR BONIFACE OKOT (NRM, Kole South County, Kole): Thank you very much, Mr Speaker.

Mr Speaker, if there is anything that should keep the minister sleepless, it should be the urgent consideration of critical Africa Cup of Nations (AFCON) access roads in Lango Subregion, with very clear terms and commitments.

Secondly, in offering a public good like the road, there is one question; the roads are being

done, but what is the quality of these roads? There is a problem with entities and Ministries, Departments and Agencies (MDAs) – *(Member timed out.)*

THE SPEAKER: Hon. Linos Ngompek, then Hon. Bagoole, and Hon. Kisa. I would have concluded the middle part.

6.40

MR LINOS NGOMPEK (NRM, Kibanda North County, Kiryandongo): Thank you, Mr Speaker.

On 6 June 2021, the President together with his counterpart, the President of DRC, performed the ground breaking on the following roads: Kasinde-Beni-Butembo, and Bunagana-Goma roads, totalling to 223 kilometres. The Uganda Government is financing that road project.

Therefore, I wanted to find out from the minister - because he has not indicated it - the status of the construction because our public funds are being spent on that road.

Then two, the road from Bombo – *(Member timed out.)*

6.41

MR JOHN BAGOOLE (NRM, Luuka North County, Luuka): Thank you very much, Mr Speaker, sir.

Honourable minister, I have two issues to report to you. The first one is about the contractor who is handling the Iganga-Luuka-Kamuli Road. The pace at which he is handling the work is not favouring the Basoga.

Secondly, Mr Speaker, in the 10th Parliament, you complained about the traffic jam from here to Mukono, Jinja, and up to Tororo. Honourable minister, this is a very serious issue, but we have solutions to this. Since Mbulamuti-Kamuli Road is going to be worked on, you come to Kamuli, there is a stretch from Kamuli via Bukoova to Kaliro, and to Pallisa. The President has always been – *(Member timed out.)*

THE SPEAKER: Hon. Kisa. Hon. Bagoole is the first person to talk about the stalled Jinja-Kampala Expressway. What do you have to say?

6.42

MR STEPHEN KISA (NRM, Luuka South County, Luuka): Thank you very much, Mr Speaker. Thank you, the minister for works –

THE SPEAKER: Two minutes and you talk for Busoga.

MR KISA: Yes. Mr Speaker, Busoga waited 20 years. One month ago, this Parliament approved a loan request to work on the Jinja-Mbulamuti-Bukungu Road. The people of Busoga were so excited thinking that the following week the construction works would begin. I wanted to just request the minister to give us an update on whether the money was got, and when the construction would begin.

Thank you very much, Mr Speaker.

THE SPEAKER: Yes - Hon. Muzaale, you spoke - MP from Ntoroko.

6.43

MR EDSON RUGUMAYO (NRM, Ntoroko County, Ntoroko): Thank you, Mr Speaker. Thank you, honourable minister.

Mr Speaker, despite government's significant investment in public infrastructure, the construction sector remains undermined by cost overruns, project delays, and substandard work. As you may have noted, last week the Mayor of Kampala City was seen scratching concrete to test its strength. Hon. Balaam Barugahara now moves with a hammer to expose poor workmanship. The honourable minister here has done his own exposes.

Mr Speaker, there is now a lot of concern out there for this House to discuss the issue of efficiency and optimisation of resources. There is a profession of quantity surveyors, whose practitioners are trained precisely to do these things, ensure – *(Member timed out.)*

THE SPEAKER: One minute. He is adding value.

MR RUGUMAYO: Mr Speaker, I belong to the profession of quantity surveyors. These practitioners are trained precisely to handle cost efficiency, ensuring that we have optimal utilisation of resources.

Mr Speaker, today in Uganda, this profession grossly remains underutilised and not fairly recognised. If we integrated this profession in our development framework, we could unlock far greater returns for this country.

All these Members are asking for bridges and roads. However, we are spending so much money on a single unit of a project, yet if we integrated these people, we would have these monies spent on various resources, as Members are demanding.

Mr Speaker, at an opportune time, allow me bring this as a motion here to allow Members debate this very big challenge in the country. Thank you, Mr Speaker.

THE SPEAKER: Thank you. Such is what we need here. After debating.

I am done here, painfully. Let me give some women here. If you know you are a woman, you stand up. *(Laughter)* Of all those who spoke, there was only one woman on this side. I cannot be unfair to our mothers and sisters. MP from Zombo.

6.45

MS GRACE KWIYUCWINY (NRM, Ora County, Zombo): Thank you very much, Mr Speaker. Thank you, the minister, for your report. I am the MP for Ora County, Zombo District. I want to thank you, honourable minister, for visiting Zombo, which was not part of your schedule. However, you went and saw what was there. Thank you for mentioning today that the Nebbi-Zombo-Vurra Road is going to be worked on. I want to request you, please start with Nyagak Bridge. That bridge is going to be washed away anytime.

Secondly, honourable minister, I pray that you coordinate with the Ministry of Energy and Mineral Development, the Ministry of Water and Environment and other ministries, which cut open your roads after they are worked on. Plan and work together to stop these disruptions – *(Member timed out_)*

THE SPEAKER: Next willing woman. By the way, you do not have to speak if you do not have to speak.

6.47

MS RUTH RUJOKI (NRM, Woman Representative, Kiruhura): Thank you, Mr Speaker. Honourable minister, I beseech you that the road from Kashwa to Ruhumba that joins the district to Mbarara, which would make it half the time to get there, is added among the priorities you have. I thank you.

THE SPEAKER: Thank you. Brief and precise. Member for Gomba?

6.48

MS ROBINA RWAKOOJO (NRM, Gomba West County, Gomba): Thank you, Mr Speaker. I thank the minister for his presentation, and I am reminding you about the Akagari Bridge, which joins Gomba West with Ssembabule.

Secondly, the road from Kifamba to Kisozi which was destroyed during Covid-19 which needs re-tarmacking. Thank you.

THE SPEAKER: Bushenyi MP.

6.48

MS ANNET KATUSIIME (NRM, Woman Representative, Bushenyi): Thank you so much, honourable minister, for the statement. I am happy to note that Mbarara-Ishaka Road is finally among the planned roads to be rehabilitated. However, I request you to kindly and urgently fill the potholes because there are many accidents that are taking place. Many people have perished. As we wait for the commencement – *(Member timed out.)*

THE SPEAKER: Honourable minister, I was in Sheema District the other day. One of the most successful Catholic parishes is found in Mushanga and they have great institutions there. They asked me to tell you, as a Speaker, to consider them when you are working on that road from Mbarara-Ishaka-Sheema. Please, that you include some offshoots of approximately three kilometers each. That is the benefit of hosting a Speaker. *(Applause)*

Hon. Phiona Onzima?

6.49

MS PHIONA ONZIMA (NRM, Ayivu Division West, Arua City): Thank you very much, Mr Speaker and the honourable minister, on your eloquent submission.

Mr Speaker, I rise again to submit on the Arua City-Lia-Custom-Odramacaku Road, which is a national road.

THE SPEAKER: What is the name of the road?

MS ONZIMA: Arua City-Lia-Custom-Odramacaku Road.

THE SPEAKER: Odramacaku?

MS ONZIMA: Yes. This is a border road. Mr Speaker, I rise again to submit on this road because it is in a deteriorating state. Recently on Tuesday, that is 29 of September, we had a very bad accident at Enyau Bridge, that is, before reaching on Onduparaka Trading Centre where a Tororo Cement Truck was – *(Member timed out.)*

THE SPEAKER: Please conclude that.

MS ONZIMA: This is where a truck carrying hundreds of bags of cement overturned at the bridge and all the bags of cement were drowned in the water. Two motorists were involved in the accident.

Our question as the traders who are using that road and the citizens from Ayivu West to the ministry is; what is your plan for this road as far as tarmacking is concerned? Thank you.

THE SPEAKER: Next. People have names *banange*! *(Laughter)*

6.50

MS METRINE NANZALA (NRM, Namisindwa County, Namisindwa): Thank you, Mr Speaker, for giving me this opportunity to say something.

I still emphasise on the road of Kufu-Namboola-Magale Road. It covers two constituencies; mine and the one of Mr. 'Rastaman' Musila. It is in a terrible state. Our President came and told us that they are going to tarmac that road. I am emphasising this to our dear minister and humbly request you to make sure that at least that road is tarmacked.

I have many roads in Namisindwa County, which are impassable. My emphasis is only that road. Please help me and I will appreciate. Thank you very much.

THE SPEAKER: Hon. Paparu.

6.51

MS LILLIAN PAPARU (NRM, Woman Representative, Arua City): Thank you, Mr Speaker. Honourable minister, the zonal equipment centres were established long time. The population has grown and more districts have been created. From Arua, if we want to service our equipment, we have to bring them to Gulu. It is very expensive.

May I request that the ministry establishes zonal equipment centres in sub-regions so that we do not have to spend much money on servicing.

Honourable minister, when you came to West Nile, the potholes between Nebbi-Arua Road were filled with soil. The rains came and washed away the soils. Can Nebbi-Arua Road start? Thank you.

THE SPEAKER: The next lady there, that is from Bundibugyo.

6.53

MS JOSEPHINE BEBONA (NRM, Woman Representative, Bundibugyo): Thank you, Mr Speaker.

Honourable minister, I want to remind you that on the rehabilitation of the roads, you forgot the road from Fort Portal to Bundibugyo. With all that cocoa which comes from Bundibugyo and all those tourists that flock Semuliki National Park and Sempaya Hot Springs, for sure that road needs to be rehabilitated as guided by the President.

Secondly, the contractor has abandoned the Mirambi-Nyahuka Bridge site. Honourable minister, I beg you to come to Bundibugyo on ground and assess for yourself and see a way forward. This is because we cannot speak everything here. Please come on ground, like you have done to other places. Go there and make an assessment – *(Member timed out.)*

THE SPEAKER: Hon. Stella Atyang.

6.54

MS STELLA ATYANG (NRM, Woman Representative, Moroto): Thank you, Mr Speaker.

Honourable minister, the Nadunget-Trupa Road constructed to facilitate the transportation of raw materials from the mining site to your by-factory, has actually turned into a health threat to the community with heavy trucks moving on a soft-ground road and creating a lot of dust that is beyond human consideration.

Honourable minister, it is my prayer that you find an immediate solution like watering the road to minimise the dust. Of course, in the long run, you can make a good road repair.

Honourable minister, the ministry promised to repair Kotido junction – *(Member timed out.)*

THE SPEAKER: Hon. Kimeze, the former executive director.

6.55

MR BERUNADO SSEBBUGGA-KIMEZE (NRM, Budyebo County, Nakasongola): Thank you very much, Mr Speaker. I want to thank the honourable minister for a very good presentation. This has been quite elaborate.

Now, as an engineer, I want to advise as follows: The ministry should work to ensure that there are no bottlenecks on any road, regardless of whether it is a paved road or an unpaved. Whether it is paved or gravel, we should have some minimum levels of motorability on every road. Of course, the paved roads will get a higher intervention than the gravel and earth roads. But even earth roads and gravel should be motorable. Between Nakasongola and Lwampanga today, we have got bottlenecks at Muwunami, Kabasombwa – *(Member timed out_)*

THE SPEAKER: He is an expert. Please, one more minute.

MR SSEBBUGGA-KIMEZE: Thank you very much. This road I am describing does not only benefit the residents of Nakasongola District, but it carries people who move to Lango through the Zengebe Ferry. The Zengebe-Namasale Ferry is very important now in the national road network. So, we request that these bottlenecks are removed as a matter of priority so that people can benefit from that road network. I thank you, Mr Speaker.

THE SPEAKER: There is a lady in the corner there being engaged by Dr Bukenya. *(Laughter)*

6.57

MS JENIVA ARINAITWE (NRM, Woman Representative, Rubirizi): Thank you, Mr Speaker, for the opportunity. I am Arinaitwe Geniva *Nnalongo*, Woman Member of Parliament, Rubirizi District.

I rise to talk about the performance of the Ministry of Works and Transport. Specifically, about the Kyambura-Katerera-Kitagwenda and Ibanda road. This road was surveyed way back in 2016. People who were deemed to be in the

road reserve shifted. Some sold their remaining chunks of land, but up to now, no work has been done on that road. As I talk now, after just two downpours, the road is impassable. Trucks carrying matooke, coffee, and maize are stuck on the way. Sick people cannot access health facilities. Students cannot go to school. It is totally impassable. I therefore request the ministry to prioritise tarmac – *(Member timed out.)*

THE SPEAKER: Hon. Mpaata, the man whose name is reflected.

6.58

MR SALLEH MPAATA (NRM, Bunya County South, Mayuge): Thank you, Mr Speaker. I thank you, Honourable Minister. Out of the six subcounties I represent in this august House, two are town councils. These town councils have never seen any funding from their inception in 2017. You may wish to learn that when you open roads in town councils, it enhances their revenue, especially the NTR. Honourable minister, I request that you start remitting money to these town councils in Bunya County South: the town council of Bugade Town Council and Bwondha Town Council.

Secondly, I represent a hard-to-reach area in the islands – *(Member timed out.)*

THE SPEAKER: Yes, it is actually 7.00 p.m. We have allocated more than one hour on this subject. Honourable Minister, see all the Members who still want to speak. Some are from wherever. You see the Members. All Members who have not spoken should get up, including your ministers. Roads. How do we do this? I see. Hon. Lino, for you – Hon. Angwech. Let us try to do five, one minute, strictly because -

7.00

MS COLLINE ANGWECH (UPC, Kioga County, Amolatar): Thank you, Mr Speaker. Honourable Minister, I bring to you a desperate cry from the people of Amolatar concerning the road from Namasale, Ochero, to Dokolo Road. This Government allocated funds to work on the road from Kampala, Mbulamuti to Bukungu, and even the Minister said that, for continuity, they gave ferries on Lake Kyoga to Kaberamaido and to Namasale. Why are we leaving the connection between all these roads to Lira or to Kaberamaido, where the roads are paved? My prayer is, please, for connectivity; let us work on this corridor that is a national connection road. Thank you.

THE SPEAKER: Nakasongola.

7.01

MR IVAN KYEYUNE (NUP, Nakasongola County, Nakasongola): Thank you very much, Mr Speaker. Honourable Minister for Works and Transport, I would love to address to you a very important complaint from the people of Nakasongola. The only tarmac road the people of Nakasongola have seen in the 40 years of NRM is the one that comes from Kampala to Gulu to Arua. We do not have any tarmac. So we are kindly requesting, Honourable Minister, to consider Nakasongola, especially from Nakasongola to Kazwama to Zirobwe, and then from Kakooge to Bwamugolodde. Thank you very much.

THE SPEAKER: Hon. Mutego, Bunyole East and then Hon. Mudimi on the other side.

7.02

MR RONARD MUTEGO (Independent, Bunyole East, Butaleja): Thank you very much, Mr Speaker.

THE SPEAKER: When I see you intimidating me, I – *(Laughter)*

MR MUTEGO: Thank you very much, Mr Speaker. I just wanted to re-emphasise the issue of the Namutumba-Nabumali Road. The tarmac will come, but the periodic maintenance has lagged for the entire year. There is no periodic maintenance taking place.

Then, number two, I request the Minister that the railway be rehabilitated to meter gauge. I request that an offshoot be made to the Mbale Industrial Park to reduce pressure on the roads. Thank you very much, Mr Speaker.

THE SPEAKER: Hon. Mudimi.

7.03

MR IGNATIUS WAMAKUYU (Independent, Elgon County, Bulambuli): Thank you very much, Mr Speaker.

THE SPEAKER: And Hon. Obigah.

MR WAMAKUYU: Two years ago.

THE SPEAKER: You spoke before. *(Interjections)* No. I will come to my friend here, Hon. Auma.

MR WAMAKUYU: Honourable Minister, pay attention. I see you are engaged by -

THE SPEAKER: By the way, you let him *(break in the audio)* because he will not be able to answer all, but we expect him to make a comprehensive reply to you, either individually or otherwise. I will ask the Clerk to extract even what he has not written so that you get all the concerns. Yes, Hon. Mudimi.

MR WAMAKUYU: Mr Speaker, two years ago, a bridge was washed away in Bulambuli, Elgon County, along Buluganya-Buyaga Road. Up to now, they have not attended to that bridge. Five subcounties are cut off. A former Minister of Works and Transport proposed that the bridge could be financed under the Contingency Fund as per Section 26- Honourable Minister, pay attention; someone is taking your time. This was to be financed under the Contingency Fund, but up to now, we have not gotten any feedback. There is that provision under Section 26 subsection 3 of the PFMA. So – *(Member timed out.)*

THE SPEAKER: Hon. Ochai, then -

7.04

MR MAXIMUS OCHAI (NRM, West Budama County North, Tororo): Thank you very much.

THE SPEAKER: Oh, I had picked my friend.

MR OCHAI: Thank you very much, Right -

THE SPEAKER: I will get back to you; do not worry. You are my very own. *(Laughter)*

MR OCHAI: Mr Speaker, I would like to thank you for this opportunity. Mr Minister, Sir, we are grateful in Bukedi subregion that you are going to upgrade the Tororo-Nagongera Road. However, the people of West Budama North Constituency are wondering as to why Rubonge Bridge, which sits on Nagongera Road, which is now at 77.02 per cent completion, actually constricts the road, choking the flow of traffic in and out of the city. What plan do you have to coordinate the upgrade of Nagongera Road as well as providing a conducive environment within that – *(Member timed out.)*

THE SPEAKER: Hon. Auma, then I will -

7.05

MS JANET AUMA (UPC, Woman Representative, Amolatar): Thank you very much, Mr Speaker. I would like to thank the Minister of Works and Transport for your good presentation. I would also like to thank you for helping us maintain the road from Amolatar when the Archbishop was coming.

In the same way, I would like to bring to your attention the pain of the people of Amolatar concerning this same road, the Namasale-Dokolo-Ochero road. This is really a pain. Our businesses are crippled. We cannot do business. We cannot move and take the patients to the referral hospitals simply because we lose a patient in the process of taking them to the hospital. It is my humble request that just as the president said when he was going for his campaign, that the road is a debt to him to pay. I am requesting you to help us convey this- *(Member timed out.)*

7.07

MR EMMANUEL BANYA (NRM, Koboko County, Koboko): Thank you very much, Mr Speaker. I rise with a lot of pain, especially regarding the issue of motorcycles in West Nile. Congo has a very different tax regime compared to Uganda, and I am sure these kinds of occurrences do not occur in the other borders where we have similar tax regimes. Our boys

buy motorcycles from Congo at around $1,000, which is equivalent to about Shs 3,700,000, but they are taxed about two million to get a number plate. That is about 70 per cent of the cost of acquiring the motorcycle. Once URA gets these motorcycles and finds they have no number plate, they are immediately confiscated. People have sold land to buy these motorcycles, and they are not being given any mercy - *(Member timed out.) (Another Member rose_)*

THE SPEAKER: My brother, you have just come, I will not give you.

7.08

MR GEORGE KASAJJA (NRM, Bulamogi North West County, Kaliro): Thank you very much, Mr Speaker. I have two issues and the first one is about completing the promise the President gave to Bulamogi in 1998. Actually, that road from Kamuli-Namwendwa-Kaliro-Pallisa, was to decongest this road from Kampala to Jinja. To date-, *(Member timed out.)*

7.09

MR JOHNSON NYEKO (NRM, Lamwo County, Lamwo): Thank you very much, Mr Speaker. I would like to thank the Minister of Works and Transport for his very good report. When you do good things, you get more work. That is why everyone is giving you more work. You will recall when we were in Kyankwanzi, we had a very good discussion with the President regarding the decongestion of Kampala City. Many times, when you try to pass us, you make that "wiu, wiu, wiu" sound, but there is no way you can- *(Laughter)*

THE SPEAKER: I am not the one who makes that- *(Laughter)*

MR NYEKO: There is no way, really, you cannot jump up. So, for that matter- *(Member timed out.)*

THE SPEAKER: Give him one more minute.

MR NYEKO: We had discussed the park and ride, several kilometres away from Kampala. Whoever comes with a vehicle from the eastern, from the western, from the northern, has to park and then ride the government electric buses, which are even very healthy. So that one will immediately decongest the city. The President liked the discussion, but I have not heard in your report when you were asked to implement that in the government programme. Thank you.

7.11

MR ALFRED EDAKASI (NRM, Kaberamaido County, Kaberamaido): Mr Speaker, thank you for your indulgence. Honourable Minister, concerning the Katine-Ochero Road, we passed a loan here, in December 2023. What is really happening because our road should have already been worked on.

You remember the President directed that the BKK ferry starts its journey from Kaberamaido. I had hoped to see a report on that. So maybe you can update us and update the Kaberamaido people why the ferry is still operating from Bukungu.

And finally, just a request; for those of us who have old equipment like Kaberamaido, would you accept to vary the current one billion that allocation for maintenance to make sure that we are able to repair the equipment. The current allocation is too small- (*member timed out*)-

THE SPEAKER: The lady behind and then next will be the gentleman next. Hon. Abdul, you will not speak today.

7.12

MS NOEL BABULA (NRM, Woman Representative, Budaka): Thank you, Mr Speaker. I want to thank the honourable Minister for his submission. My concern is about the road from Butaleja-Leresi-Budaka. It has been a matter of contention during campaigns, and it has been a Presidential pledge for the last, I think, 15 to 20 years. I pray that the minister takes note and helps us have this road constructed. Thank you very much.

7.13

MR ROBERT MUGABE (NRM, Kitagwenda County, Kitagwenda): Thank you, Mr Speaker. Kitagwenda in May 2024 received a motor grader and a wheel loader and government pledged to bring the remaining equipment to have a full set of road equipment unit. Up to now, we have not received the remaining equipment and the one billion that is given to our district is not being felt by the people of Kitagwenda simply because part of the money is given out on hiring the equipment to work on the roads, meaning it's those few kilometers that are being worked on.

We request the honourable minister to tell us when we shall get the remaining equipment to have a full set. And on the road of Kitagwenda, which Hon. *Nalongo* of Rubirizi has talked about, I am happy, honourable minister, I have gotten information that you will be in Kitagwenda on the 9th of this month. We shall be happy to come and receive you so that you monitor the impassable road, as we talk.

THE SPEAKER: Yes, the last man standing the other side before I come to this other row. You are not the last man. Yes. Help me with your name.

7.14

MR MOSES MAYANJA (NRM, Busiro County North, Wakiso): Thank you, Mr Speaker. I thank the minister for the good job. I talked to the minister a week ago about the road on Kachiri-Masulita-Mawale and he told me the contractors that were working on that road were not paid, and when they are paid, they will come and work. I want to ask the minister, when these people get contracts, don't they first get confirmation of payment? If they don't, why do we give more roads to people who have no capacity? Thank you very much.

THE SPEAKER: Hon. Okwere. You are left there, the four of you, I am aware. So do not -

7.15

MR BEECHAM OKWERE (NRM, Bukedea County, Bukedea): Thank you, Mr Speaker-

THE SPEAKER: Then Hon. Owino.

MR OKWERE: Thank you, Mr Speaker. To the minister, I have had a meeting with my district leadership, especially engineers, and they are complaining about the machines, which were given to them as the spare parts are quite costly. What remedies are you putting in place to make sure that those machines are repaired faster?

Lastly, the road between Kumi-Malera-Kolir up to Aminit has been marked as a security road but that does not also leave Kidongole and also from Kachumbala. That road has to be worked on, and it has been marked as a security road. Security has been marked as one of the key things. What initiatives are you taking to see that that road is worked on? Thank you.

7.16

MR NICHOLAS OWINO (NRM, Tororo North County, Tororo): Mr Speaker, Tororo-Gulu Metre Gauge Railway was being constructed by the Government. Tororo people are demanding to know when they will start doing business, because they have produce and want to go to Gulu and vice versa.

Secondly, there are three bridges killing people – and the rains have come. There is one in Apetai and another in Molo as well as Akadot and Kisoko. These bridges are on the roads crossing into districts and are not under the local government. Please, help us to fix them.

Mr Speaker, lastly, there is the issue of our airport. Since the refinery is going to be established in Kenya, I opine that Tororo Airport starts working so that we can connect people.

Finally - *(Member timed out.)*

THE SPEAKER: You were saying there is a need for upgrading.

7.17

MR STEVEN WABUSANI (NRM, Bushigai County, Bududa): Thank you, Mr Speaker. The Central Government took over some

roads, which would have been part of the Bubulo-Bududa-Circular Road. During the time of maintenance, they always leave these roads out.

The district does not budget for them and the Ministry of Works and Transport does not also consider them. They are in a very bad state, from Mbale to Wakamala. Bubulo, Manafwa and Bududa are like twins. Since the other road has been constructed and tarmacked, I request that this road also be considered, as it has been in the budget for quite some years.
Thank you.

7.18

MR VINCENT KAHEERU (NRM, Kyaka North County, Kyegegwa): Thank you very much, Mr Speaker. I would also like to thank the minister for the comprehensive statement that he made today. I also commend him for the good work that he has been doing in the sector.

My point is on the road from Nabingoola through Kaija, Kasule, Mukyeya to Hapuyo and Kakabara, which seems to be the missing link in Kyaka North County, Kyegegwa District. This road links Mubende, Kyegegwa, Kibale, Kyenjojo, Kakumiro and Kagadi. It is a critical road.

Mr Speaker, this week, I got stuck there twice. This road deserves an upgrade and because of the amount of produce that it carries - *(Member timed out.)*

7.19

MR BAGEYENTE LUGOLOOBI (NRM, Bujumba County, Kalangala): Thank you very much, Mr Speaker. I thank the minister for the detailed report, especially on inland water transport. He even mentioned the ferry that goes to Bubembe and Bunyama.

We have a challenge with the ferry that operates between Luku and Bukakata. When the President came to Kalangala, he promised the people that the same ferry was going to begin making overnight trips, because Kalangala has a health centre IV and we refer patients to Masaka Regional Referral Hospital. Last week, we lost the Assistant District Health Officer (DHO) – maternal health challenge – because she could not be delivered to Masaka Regional Referral Hospital in time.

Mr Speaker, through you, can I ask the honourable minister when the ferry between Bukakata and Luku will begin operating, making overnight trips? Thank you.

7.21

MR GEOFREY WOKURI (NRM, Bungokho County South, Mbale): Thank you, Mr Speaker. I thank the minister for the statement, although I have not heard of any road in Mbale District. For railway maintenance and construction, honourable minister, I thank you. The communities that are neighbouring the railway line, especially we, from Bungokho South and Bungokho Central, are suffering because of the security personnel you have deployed to monitor the railway. After failing to arrest any culprit, they beat whomever they get across the railway.

Honourable minister, be informed that the land we are talking about was given freely without compensation, by the ancestors of the communities living along the railway line. The railway divided villages, divided families - *(Member timed out.)*

THE SPEAKER: Honourable member, even where you are sitting, as the Member of Parliament, was also given. Let us not incite our people. The road you use from Mbale to Kampala was once given. The point you should be making, my colleague, is you need the road or you need the railway.

7.22

MR ZADOCK MUTEKANGA (NRM, Buhweju County, Buhweju): Thank you, Mr Speaker. Honourable minister, you talked about the two bridges on Bwizibwera-Nsiika Road – that is, Nyakambu and Kyamirwa. You said that so far, you have achieved 68 per cent but on Nyakambu Bridge, a contractor has never appeared. The one at Kyamirwa is not yet finished; so, I do not know how you achieved the 68 per cent on the two bridges when one has never received a contractor.

Two, in Uganda, we do not have a cost unit for a kilometre of tarmac road. These days, I see you have contractors who do design and build up to the extent of doing their own bills of quantity. I do not know, as a ministry – *(Member timed out.)*

THE SPEAKER: You have good points, first, on the performance where the engineers have not come. Now, you are being technical and we want to benefit.

MR MUTEKANGA: Thank you, Mr Speaker. By qualification, I am a civil engineer, and I am trying to help the ministry because in Uganda we do not have the rate for tarmac. However, the current contractors these days design and build, to the extent that they make their own BOQs. You find that on one road, a kilometre is around Shs 5 million, another one is Shs 15 million and another is 20 million. I do not know how the ministry is controlling that one.

Mr Speaker, that issue is not only with tarmac roads, but even with murram. When you go to a district, they will tell you that a kilometre of tarmac is between Shs 15 million and Shs 30 million yet the engineers tend to use the end point – the Shs 29.9 million or the Shs 30 million.

As a matter of fact, in some areas, even Shs 10 million can be enough to finish a kilometre of a road. I do not know how the minister will help us on that.
Thank you. *(Applause)*

THE SPEAKER: Honourable members, on that note alone, we all need roads, but the money that the Government provides is never enough because of the varying prices. You will hear them saying it is because of the different topography even when they are within the same region.

Honourable minister, we shall request you to come back here and tell us the cost of constructing a tarmac road and a murram road in Uganda and we debate it. I encourage Members who are professionals and can research to do so that we can help this country. *(Applause)*

We can do that after four weeks and we close this issue of the cost of constructing a road, which has been there for a long time. *(Hon. Wamakuyu rose_)* Yes, my brother Wamakuyu? What is the information for?

MR WAMAKUYU: It is information to the House, regarding the unit cost of tarmac. Some time back, this Parliament gave the Ministry of Works and Transport money to come up with the unit cost of the road. So, I want the honourable minister to tell us how far because we have never seen the report up to now.

THE SPEAKER: The report should come four weeks from now. That would form the basis because I know it has happened. Even in Cabinet, the President also asks; "But how much is a kilometre?" Some say Shs 3 billion, some Shs 5 billion and some others Shs 9 billion. You will find that we cannot make roads. The one going to Mbale is Shs 80-something, a different rating. Yes, my brother. As a quantity surveyor, we need you that day. Let me first dispose of -

7.26

MR PATRICK MUSINGUZI (NRM, Kashari North County, Mbarara): Thank you, Mr Speaker. I would like to thank the Minister of Works and Transport for having, at last, brought a solution to the trains that have been killing people on the roads.

However, I would like to bring to your attention, honourable minister, that during my oversight mandate at the Uganda Industrial Research Institute (UIRI), with the Committee on Science and Technology, we observed that there are scientists there or very good innovators, who have come up with prototypes that are very good and can help in a similar way.

They have innovated prototypes that can stop a train and alert motorists. Kindly visit those guys and see how we can support our own engineers in Uganda. The same applies to water and electricity meters. Thank you.

THE SPEAKER: Hon. Kariisa, since we have - Okay, I do not want to mention that on the record. Please, one minute. And then Hon. Robert Ssekitoleeko, who is staying by the roadside.

7.28

MR KOY KARIISA (NRM, Buhweju West County, Buhweju): Thank you, Mr Speaker. I just returned; I did not come late. In Ankole Sub-region, we do not use railway transport, we do not use water transport, we do not use air transport, and we only use the roads. For the last six years, we do not have an extra kilometre of a tarmac road.

The only project we had anticipated getting was Bwizibwera-Nyakambu-Nsiika-Nyakashaka-Nyakabirizi, with a spur to Kabwohe and Kyambura. Even the Prime Minister informed all of us that the President had directed, and I have all the documents where the directions were given that this road be worked on but it has not been worked on and it is not… (*Member timed out.*)

THE SPEAKER: Hon. Ssekitoleeko and then, lastly, Hon. Moses Goire.

7.29

MR ROBERT SSEKITOLEEKO (NUP, Bamunanika County, Luweero): Mr Speaker, I am concerned about the network of our roads, the Government is planning to take a city to Nakasongola but we cannot even access a tarmac road. That is from Zirobwe-Kabunyata to Bamugolodde but there is nothing there.

Two, Wobulenzi, from Zirobwe to Kabimbiri: That Road was even on a presidential order but up to now, we do not see anything.

To my dismay, the zebra crossings in Uganda are not respected. Even at the parliamentary section here, they almost knock people. Ministry of Works and Transport, should also develop an approach.

Another thing is about drainages. You do our roads haphazardly with no drainage… *(Member timed out.)*

THE SPEAKER: Hon. Ediau, you wanted to say something from Amuria?

7.30

MR SAMUEL EDIAU (NRM, Amuria County, Amuria): Thank you, Mr Speaker. I read the Bible and it says: "Ask, and you shall be given. I also read in the Bible that God said, "Let us make man in our image," meaning they were planning.

Honourable minister, I come from a very difficult area to reach, and the same Bible told me to ask. Now, I am asking for the Soroti-Amuria-Otuke-Kotido-Abim-Kaabong-Karenga Road.

That road would bring a lot of business. There are many animals, a lot of tourism along that road. I am also asking… (*Member timed out.*)

THE SPEAKER: Hon. Moses - When the Bible says, in Matthew 7:7, that those who ask receive; they knock and the door is opened; they seek, they find. I think you have found the road. *(Laughter)*

7.31

MR MOSES GOIRE (NRM, Budaka County, Budaka): Thank you, Mr Speaker. I rise on the recurring accidents at River Namatala on the road connecting Butaleja and Budaka. It is called Nabiganda-Naboa Road. For many years, that road has remained without guardrails and because of that, we continue to have many accidents.

Recently, we lost seven people. Yesterday, we had two accidents involving boda boda people. In July, we lost a child at the same bridge. I request you, in a special way – *(Member timed out.)*

THE SPEAKER: You have made a request perfectly. LOP, you want to say something before I ask the minister?

7.33

THE LEADER OF THE OPPOSITION (Mr Joel Ssenyonyi): Mr Speaker, we did supply our alternative budget to all honourable members of the House and when it came to the

works sector, we did adumbrate all these issues to do with roads. I am glad that colleagues across the board are agreeing with us.

I do hope that the minister, as opposed to coming with excuses - I have seen he has been quite active, and I am sure he will agree with colleagues, that when the four weeks expire, he will come back here with solutions as opposed to excuses over the issues that honourable members have raised.

Sometimes I think ministers want to come and find an explanation. We hope that the good minister will come here with solutions and we will find remedies for all these concerns. Thank you, Mr Speaker.

THE SPEAKER: Minister - Honourable minister?

7.34

THE MINISTER OF WORKS AND TRANSPORT (Mr Fred Byamukama): Mr Speaker, I thank you and the honourable members for giving me time to present my comprehensive statement today, and for giving justice to my presentation. The issues they raised concern our communities. They serve our people and do not go to our homes. Indeed, even if it is me, I will need a good road in my community. I have noted 81 concerns from the honourable members and all are genuine, a road that takes the Speaker is also not tarmacked.

THE SPEAKER: And you know; I could not speak for my own road.

MR FRED BYAMUKAMA: These are very important issues. I will request that, as you earlier guided, I take time to sit with my people. I already have answers to some of them but others; I do not have because they are budget issues.

However, I am going to take time with my technical people and shall bring back an additional statement specifically addressing these 81 issues that we have got on the Table. *(Applause)*

However, I would like to assure honourable members that the Ministry of Works and Transport will remain committed to working on these roads. We all know that we cannot tarmac all roads at once. Otherwise, I will come and ask for about Shs 81 trillion. If it is given, what about the other demanding sectors under the ministries of health, education, tourism and others, including my own ministry?

I have just talked about procurement of 10 new aircraft. When we focus on roads alone – Gen. Masiko hinted on the issue of road safety – about the boda bodas. We remain committed to tarmacking these roads. There are some roads that I did not mention because some of them are presidential pledges, while others are in our plans, but with no committed funding. For some of those roads, we have done the designs and know how much is needed.

I will bring them in that next statement. There are about 42 of those roads, but we do not have committed funding from the Ministry of Finance, Planning and Economic Development. They are working around the clock to ensure that at least they provide funding for some of these roads. That is why I did not mention them, but they are there.

Mr Speaker, we cannot tarmac all the roads at once. We shall continue requesting for funding and tarmacking them. However, during this term, we want to ensure that the murram roads, which are waiting to be tarmacked, are at least maintained fully and are motorable. That is what we want to work on.

That is why you saw the honourable members from West Nile were thankful after we went there. At least things are moving. Even in other regions, where I have not yet come, I will ensure that these murram roads are well maintained. We request that you join us to do the supervisory role, especially on the district roads. We are sending money – I was surprised when the honourable member said that when we started sending the Shs 1 billion, the money for the road fund ceased. The money for the road fund is still there. We are still sending

this money. Yes, it has reduced, but people are getting it.

We have put a mechanism – what we call "Emergency Road Fund – like the swamp that the honourable colleague was showing me on video. If such an issue is submitted to us, in writing – we have given the districts Emergency Road Fund, together with the Ministry of Finance, Planning and Economic Development, to a tune of Shs 3 billion, which we have been sending. We have another arrangement called a Force Account Unit for each region. Money is put in the budget. We have our in-house team to handle those regions, but Members of Parliament, sometimes, are not aware of them.

In addition to the Force Account Unit, we have another programme called Interconnectivity. As we wait for that district road to be taken over by the Government, you can write to us, we rehabilitate it, do the drainage, put proper murram and give it back to the district for maintenance. All those arrangements are there, regardless of the reducing the budget for road fund.

Mr Speaker, I want to stop here, but I will sit with my team and prepare a comprehensive statement. Maybe for what I have missed, through your guidance, the office of the Clerk can give them to me. On the guidance you have given – the unit cost per kilometre for both murram and tarmac roads – we can provide it per region. The money you use to build a road in Kapchorwa is not the same amount of money you use in Hoima, but we can do it per region. We have the preliminaries, and we are only verifying.

Lastly, we request the honourable members to join us in fighting corruption in these projects. In these projects, there is a lot of corruption. People are engaging in corruption; they are our people from our own areas and use the roads. I feel happy when a Member of Parliament traverses a given road and gives me a call, saying "I am on this road, but according to what I have seen with my eyes, the work is not satisfactory" and I normally swing into action. We request you to join us in fighting corruption. Once we close these leakages of corruption, we shall eventually save money to work on more roads. For example, you get a project that is supposed to cost about Shs 30 billion, but someone is not ashamed to inflate and add Shs 15 billion. That money is eaten by two or three people, yet someone from Zombo or Amolatar needs Shs 15 billion to work on two bridges. So, we need to join hands and fight corruption. Once we save this money, all these roads will be done. The President remains committed to working on all the pledges, as I have them here.

We can work on them in a phased manner.

We have committed ourselves to first complete those projects, which are stalling, and eventually people are claiming the contractors' money from us. There are those projects, which are in the pipeline, and have not started, especially when we have put a contractor on site and there is no land. *(Interjection)* We cannot put a contractor without a design. Maybe you find there is no land where a contractor can work. For that one, the contractor stays there, pushing claims on the Government's side.

Also, bringing contractors who do not have the skills or funds and do not know what to do – like the one on Lake Bunyonyi Road. For that one, we shall terminate. There is another one that we are observing – they are doing the Kyaliwajjala roads. For some of them, their financial flow is down. Once we close all that, we shall see the projects moving.

Mr Speaker, I do not want to waste a lot of time; I see that it is coming to 8.00 p.m. If you guide so, I will come back with a comprehensive statement, touching the issues I have noted.

THE SPEAKER: The Clerk has been instructed to extract the part of these proceedings and serve to the Permanent Secretary and the Minister of Works and Transport.

Honourable colleagues, we have two items left and I want us to defer Item No. 8, which was a debate on the Australian-Uganda relationship and we go to Item No. 9. Before we do that, I

thank you sincerely. About 80 of you or more are still here. *(Applause)* I am so happy that I am thinking of asking each one of you what you drink. *(Laughter)*

Of course, you cannot drink anything more than what the Speaker drinks; I drink *Uzima* water. *(Laughter)*

However, I am very happy Next item.

ADJOURNMENT

THE SPEAKER: Honourable colleagues, the House is adjourned to Tuesday at 2.00 p.m.

(The House rose at 7. 44 p.m. and adjourned until Tuesday, 6 October 2026 at 2.00 p.m.)