

REPORT OF THE COMMITTEE ON GOVERNMENT ASSURANCES FOR THE SECOND SESSION OF THE ELEVENTH NATIONAL ASSEMBLY APPOINTED ON WEDNESDAY 26TH SEPTEMBER, 2012

Consisting of:

Mr G Monde, MP (Chairperson); Mr C J Antonio, MP; Mr S Chisanga, MP; Mr J S Zimba, MP; Mrs A M Chungu, MP; Mr M Ndalamei, MP; Mr R Mpundu, MP and Mr H J Sikwela, MP. Following the resignation of Mr H J Sikwela, MP and the appointment of Mr G Monde, MP as Deputy Minister of Agriculture and Livestock, Mr M Habeenzu, MP, was appointed to the Committee. Subsequently, Mr C J Antonio, MP, was elected Chairperson of the Committee.

The Honourable Mr Speaker
National Assembly
Parliament Buildings
LUSAKA

Sir

Your Committee has the honour to present its Report for the Second Session of the Eleventh National Assembly.

FUNCTIONS OF THE COMMITTEE

2. Under Standing Order No. 155(2) of the House, your Committee is mandated to scrutinise all assurances and undertakings made by Cabinet and Deputy Ministers on the Floor of the House with the objective of ensuring that the same are implemented. Your Committee is also mandated to comment on delays in implementation and adequacy of the action taken as well as exercise such other functions as maybe assigned to the Committee by the Speaker from time to time. As your Committee is a General Purposes Committee, its mandate is not confined to any specific Ministry, but extends to all Ministries provided an assurance made on the Floor of the House relates to those Ministries.

PROCEDURE OF THE COMMITTEE

3. Your Committee examined all contributions made by the Executive as recorded in the Daily Parliamentary Debates and extracted statements which amounted to assurances. These were then referred to the Government ministries concerned to find out the actions taken to implement the assurances. Upon receipt of submissions from the ministries and Government departments on the assurances, your Committee then invited the respective permanent secretaries and chief executives of the concerned ministries to appear before it and give updates on the implementation of the assurances under their respective portfolios.

MEETINGS OF THE COMMITTEE

4. Your Committee held ten meetings during the period under review to consider both outstanding assurances as well as new assurances made on the Floor of the House. The Report of your Committee is in three Parts: Part I deals with consideration of submissions on various

new assurances identified while Part II deals with findings from your Committee's foreign tour and Part III deals with assurances outstanding from the Action-Taken Report.

PART I – CONSIDERATION OF SUBMISSIONS ON VARIOUS ASSURANCES

MINISTRY OF TRANSPORT, WORKS, SUPPLY AND COMMUNICATIONS

05/12 – Construction of Chingola/Solwezi Railway Line

5. On Wednesday, 14th March, 2012, the Deputy Minister of Transport, Works, Supply and Communications assured the House as follows:

“Mr Speaker, the construction of a railway line between Chingola and Solwezi will commence as soon as the revised environmental impact assessment is approved by the Zambia Environmental Management Authority (ZEMA).”

In an update on Thursday, 17th January, 2013, the Permanent Secretary submitted that the Zambia Environmental Management Agency was still reviewing the Environmental Impact Statement in order to deal with the queries which arose from the Environmental Impact Assessment (EIA) process. The Ministry would keep your Committee informed on this matter.

Asked to amplify what issues had arisen from the Environmental Impact Assessment, the Permanent Secretary explained that the queries raised by the local residents centred around compensation and resettlement of affected families living within the project area. As soon as these queries were addressed by the investor, construction work on the railway line would begin. The Permanent Secretary further explained that while the project was currently privately owned, the Government intended to partner with the private investors in the company so as to ensure its success. To this end, the Government of the Republic of Zambia was seeking to procure equity in the company that had embarked on the project. He further clarified that on account of the high level of interest exhibited by mining companies to utilise the Chingola/Solwezi railway line, the Government had confidence that the project was commercially viable. He added that in fact, the only constraint that the Government could foresee was that the railway line may not have adequate capacity to meet the demand for its services, since mining firms as far away as the Democratic Republic of Congo had expressed interest in utilising it for their bulk cargo haulage. Additionally, the Government had an interest in the success of the project because it would help reduce the use of the road network for bulk haulage.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee resolves to seek a progress report on the commencement of construction works on the Chingola/Solwezi railway line.

06/12 – Rehabilitation of the Mukobeko/Ngabwe and Mpula/Masansa Roads in Kapiri-Mposhi

6. On Wednesday, 14th March, 2012, the Deputy Minister of Transport, Works, Supply and Communications assured the House as follows:

“Mr Speaker, the Government has plans to rehabilitate these roads.”

In an update on Thursday, 17th January, 2013, the Permanent Secretary stated that the procurement of consultants to carry out the techno-economic study, detailed engineering design and tender document preparation for the upgrading to bituminous standard of 306km of the Kabwe to Piccadilly Circus to Mkushi (D200/D207/D214), including the Mpula to Masansa (D208/D209) Roads in Central Province, had commenced. Shortlisted consultants submitted their proposals to the Road Development Agency (RDA) on Friday 23rd November, 2012 and these proposals were currently being evaluated. It was expected that the consultant would be engaged by 31st January, 2013.

The process for the procurement of the contractor would commence later in 2013 after the detailed design had been completed. However, it was expected that construction works for the upgrading to bituminous standard of 306km of the Kabwe to Picadilly Circus to Mkushi (D200/D207/D214), including the Mpula to Masansa (D208/D209) Roads in Central Province, would commence in the first quarter of the year 2014, while only holding works would be undertaken in 2013.

There were plans to construct a bridge at Ngabwe and funds had been provided in the 2013 Road Sector Annual Work Plan to engage a consultant for the detailed design of the Ngabwe Bridge across the Kafue River on D817 Kabwe (Mukobeko)-Ngabwe Road. However, periodic maintenance works on the Kabwe (Mukobeko)-Ngabwe Road were scheduled to be carried out in 2014.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the completion of rehabilitation works on these roads.

07/12 – Construction of the Kawambwa/Luwingu Road

7. On Wednesday, 14th March, 2012, the Honourable Deputy Minister of Transport, Works, Supply and Communications informed the House as follows:

“Mr Speaker, the construction of the Kawambwa/Luwingu Road via Mushota and Mufili and specifically to the M005 junctions will commence by July this year after finalisation of the procurement process.”

In an update on Thursday, 17th January, 2013, the Permanent Secretary submitted that the procurement process was still ongoing. The tenders for both the construction works and the supervision services for the Kawambwa-Mushota-Luwingu Road and the Chisembe-Chibote Road in Luapula Province were currently being evaluated. He stated that the works would involve the upgrading of the road to bituminous standard.

He further submitted that the contracts for the supervision services and construction works were expected to be signed in the first quarter of 2013 and works were expected to commence after the 2012/2013 rainy season. He added that the procurement processes had been shortened since the Road Development Agency (RDA) was no longer required to obtain authority from the Zambia Public Procurement Authority as was the case in the past. Additionally, a new structure had been put in place at the RDA under which more engineers would be recruited, and this would enhance the speed at which works would be undertaken.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to receive a progress report on the construction of the Kawambwa/Luwingu Road.

12/12 – Lilayi Road Rehabilitation

8. On Friday, 16th March, 2012, the Deputy Minister of Transport, Works, Supply and Communications assured the House in the following terms:

“Mr Speaker, with reference to the sort of menace the Honourable Member of Parliament has referred to, I wish to state that the road will definitely be worked on under emergency works this year.”

In updating your Committee on Thursday, 17th January, 2013, the Permanent Secretary submitted that there was a contract to rehabilitate the New Kasama Road via Lilayi Police Camp to the T2 Great North Road, but this contract was terminated due to poor performance by the Contractor. The Contractor carried out some works on the road, but the works were not completed. The road would now be completed under the Lusaka L400 Project which had already commenced. The designs for the L400 Project had been done and the contract had since been signed.

The Permanent Secretary added that the Government was concerned about the recurring incidence of poor performance by contractors and would endeavour to prevent it in future. To this end, a ranking of contractors had been done so as to prevent non-performing contractors from being given further contracts. He assured your Committee that all contracts henceforth would be awarded professionally after taking into account all relevant considerations. He also informed your Committee that following the reform and shortening of the procurement process, contracts would be awarded quicker and it was expected that construction projects would take off well before the onset of the rains.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to receive a progress report on the rehabilitation of Lilayi Road.

MINISTRY OF MINES, ENERGY AND WATER DEVELOPMENT

15/12 – Electrification of Milenge District

9. On Thursday, 22nd March, 2012, the Deputy Minister of Mines, Energy and Water Development assured the House as follows:

“Mr Speaker, like I said earlier, the answer to that question is that, as soon as the CEC finishes the feasibility study, we will start putting up a power generation plant in the area.”

In his submission on Monday, 21st January, 2013, the Permanent Secretary stated that the Government was committed to developing a hydroelectric power project in Milenge District. In this regard, the Government, through the Ministry of Mines, Energy and Water Development, would soon sign a Memorandum of Understanding (MoU) with the Copperbelt Energy Corporation (CEC) which would give permission to the CEC to undertake feasibility studies on the Luapula River. The MoU had been cleared by the Ministry of Justice and was scheduled to be signed by February, 2013. Once the MoU had been signed, the CEC would commence the feasibility study. The study was expected to be completed within 18 months. The feasibility

study would, among other things, determine the mode of implementation of the hydroelectric power project, its duration and cost. The feasibility study was expected to be funded 100 per cent by the CEC, with the Government only incurring costs relating to supervision activities by the Office for the Promotion of Power Projects (OPPPPI).

In addition, the Permanent Secretary submitted that, depending on the results of the feasibility study, the development of the hydro power station may require two more years of project preparation and financing. In the interim, the Government, through the Ministry of Mines, Energy and Water Development, would undertake a project to extend the grid from Samfya to Milenge District. The cost of electrifying Milenge District was estimated at K45.7 billion. Considering the huge cost associated with the extension of the grid, the project would be implemented in two phases, with the first phase in 2013, covering a distance of 28 kilometres and costing K6.7 billion. The second phase would be undertaken in 2014 at a cost of K39 billion. Milenge District was expected to have access to power supply in 2015. He added that there were other potential hydropower sites on the Luapula River. These were at Mumbotuta and Mambilima and would be developed in consultation with the Democratic Republic of Congo as the sites were located along the border between the two countries.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee resolves to await a progress report on the construction of a power generation plant in Milenge District.

MINISTRY OF TOURISM AND ARTS

08/12 – Restocking of Game Management Areas (GMAs)

10. On Friday, 16th March, 2012, the Minister of Tourism assured the House as follows:

“Mr Speaker all GMAs whose stocks are depleted are being considered for restocking.”

In her update on Monday, 21st January, 2013, the Permanent Secretary informed your Committee that Government was committed to restocking all Game Management Areas (GMAs) that were considered depleted. Currently, there were about 17 out of 36 Game Management Areas (GMAs) that were considered depleted and no restocking had been done in any GMA in 2012. This was because restocking was a very expensive venture and funding had not yet been secured. Consequently, the Government, through Zambia Wildlife Authority (ZAWA), had considered employing alternative ways of achieving this. ZAWA intended to engage safari hunting operators or tour operators to have concession agreements for depleted GMAs where the operators would be required to restock the GMAs. Further, the Government was also considering encouraging the operators to commit substantial financial support for effecting drastic increases in wildlife protection efforts in the GMAs. Such efforts would significantly reduce poaching pressure and animal numbers would increase within a short period of time. To encourage the participation of operators, the Government may offer an agreed package of incentives or concessions to the operator(s) to motivate them. Such concessions may be in the form of waivers of certain fees which these operators were required to pay to the Government.

The Permanent Secretary added that currently, the Minister responsible for tourism had banned all hunting for the year 2013. It was hoped that the ban would allow and encourage population growth in the GMAs and the Ministry would endeavour to undertake a census of the animal population during this period. Such a census would enable the Ministry to identify under-populated as well as over-populated GMAs with a view to moving the animals from the over-populated to the under-populated GMAs and to even out the animal population in the various

GMA. She reported that one of the co-operating partners had since donated an appropriate aeroplane to help the Ministry to undertake the animal count, which had last been done around 2005. However, she stressed that the process of restocking was a big exercise which required considerable planning whose process was currently underway. Because of the nature of the exercise, she indicated that it would be imprudent to tie the completion of the whole process to a particular date. Some capacity building was also being undertaken by the Ministry to help reduce poaching in the GMAs. In this light, offices and residences for ZAWA officers were being constructed in some GMAs.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes the efforts being made by the Government with regard to restocking of GMAs and resolves to seek a progress report on this matter.

09/12 – Upgrading of Mweru Wantipa National Park

11. On Friday, 16th March, 2012, the Minister of Tourism and Arts assured the House as follows:

“Mr Speaker, Mweru Wantipa and many other national parks are being considered for upgrading ... This is a matter that is receiving active attention.”

In her update on Monday, 21st January, 2013, the Permanent Secretary submitted that the upgrading of national parks meant improving their status from being under-stocked to prime national parks. The intermediate status between under-stocked and prime was the secondary national park. Under-stocked national parks referred to those parks which had low animal abundance and sighting frequency, poor or no road infrastructure and low management effectiveness. These parks included Mweru Wantipa, Isangano, Lavushi Manda, Lukusuzi, Sioma Ngwezi and West Lunga National Parks. The prime national parks were those parks with high animal abundance and sighting frequency, good to fairly good road infrastructure and moderate management effectiveness and these included Kafue, Lochnivar, Lower Zambezi, Luambe, South Luangwa and North Luangwa National Parks.

The Permanent Secretary explained that the Government was still considering upgrading Mweru Wantipa National Park, although no progress had been recorded so far on the Park. However, appreciable progress had been made on other under-stocked national parks. The capacity of management in Sioma Ngwezi National Park had been improved by provision of four motor vehicles and communication equipment, and the process of construction of office and staff accommodation was underway with funding from the Kavango-Zambezi Transfrontier Conservation Area. Restocking of animals such as giraffe, kudu, zebra, impala and reedbuck was planned for 2013.

The progress made in West Lunga National Park was the improvement of management capacity through training and support to patrol operations of village scouts and construction and electrification of staff and office accommodation. The engagement of a strategic partner for park management was also underway. With this progress made so far, animals would be effectively protected and their abundance in the park improved.

The Permanent Secretary reported that progress was also being made on the Lavushi Manda National Park, where Kasanka Trust Limited had received funding from the World Bank for the improvement of the Park. Kasanka Trust Limited had so far graded access roads in the Park totalling 150 km in length; started constructing staff houses and supporting patrol operations to improve wildlife resource protection; and would develop the General Management Plan for the Park.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee is disappointed over the fact that Mweru Wantipa National Park, which was specifically mentioned in the assurance, is not one of the parks earmarked for upgrading, almost a year after the assurance was made. Your Committee resolves to seek a progress report on the upgrading of Mweru Wantipa National Park in particular.

10/12 – Improving Accessibility to Tourism Sites

12. On Friday, 16th March, 2012, the Minister of Tourism assured the House as follows:

“Mr Speaker, I will try to inform the nation ... that we are looking at ways of increasing accessibility to all tourist sites, including Pambashe.”

In her update to your Committee on Monday, 21st January, 2013, the Permanent Secretary submitted that improving access to tourism sites was top on the Government's development agenda. The Government, through the Road Development Agency, had spent approximately K63,133,827,051.88 during the period 2008 – 2012 to construct and rehabilitate roads and related infrastructure in the National Parks. For example, a total of eighteen roads and related infrastructure were planned for rehabilitation and construction. During the period under review, sixteen out of the eighteen roads leading to tourist sites in the Eastern, Northern, Western and Southern Provinces were successfully rehabilitated at a cost of K63,133,827,051.88. Further, the Government also spent a total of K8,986,181,955 to improve the drainage system on two roads in Lufupa, Ngoma and Cunga areas. However, works in Cunga were stopped due to litigation in the courts of law. The balance of the money was later used to procure other equipment for use. It should be noted that K8,986,181,955 came from the World Bank under the SEED Project.

In addition, the Government was constructing a major road connecting the Northern and Southern parts of the Kafue National Parks. Work on the project had progressed very well and about 40 per cent of the works had been completed. The road would be used by tourists to access various sites in the National Park. The Government had also completed the preparation of designs and cost estimates of the road in Lusenga Plains National Park that led to Lumangwe Falls. The process was critical in the preparation of contract documents for the road contractor whose bid was already successful. Once constructed, the road would open up Lumangwe Falls to tourism activities, including investments.

The Permanent Secretary also submitted that recently, the Government had launched the Link Zambia 8000 Road Network programme for construction of roads in the country that would open up remote areas. In this programme, construction of roads leading to or close to the Lower Zambezi and South Luangwa National Parks were included and would increase accessibility to these parks. The Government had, further, identified more roads for construction and rehabilitation. However, since resources were limited, the proposed roads and related infrastructure were on hold.

The Permanent Secretary further submitted that free movement of tourists to and from national parks required not only good access roads but also bridges. In this light, the Government had approximately thirty-five bridges earmarked for construction, rehabilitation and upgrading. Nine bridges would be rehabilitated in the North Luangwa National Park while seven bridges would be improved on in the South Luangwa National Park. The rest of the bridges were dotted across the country.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

While noting the submissions, your Committee wishes to be availed a progress report on the actions being taken to improve accessibility to tourism sites in Pambashe, in particular, in line with the assurance.

MINISTRY OF FINANCE

02/12 – Construction of Border Posts at Kalengelenge, Jimbe, Kambimba and Kamapanda

13. On Tuesday, 13th March, 2012, the Deputy Minister of Finance assured the House as follows:

“Mr Speaker, the Government will, in due course, advise this House and the public on the Government’s development plans for Kalengelenge entry point. A modern border post is planned to be constructed in the near future at Jimbe Border and the Government is currently exploring various funding options. On Kambimba, the Ministry of Transport, Works, Supply and Communications Buildings Department prepared tender documents on behalf of the Ministry of Home Affairs for the construction of a new border post and the contract was awarded. The same situation applies to Kamapanda Border.”

In his update on Tuesday, 22nd January, 2013, the Acting Permanent Secretary submitted as set out below.

Jimbe Border Post - Ikelenge

Jimbe Border Post was one of the five border posts whose construction and operation had been contracted out to a Public-Private Concessionaire by the previous Government. The construction of Jimbe Border Post did not take off during the tenure of the Concessionaire whose contract was terminated effective 12th September, 2012 when the Government reversed the Concession and took over control of Nakonde Border Post together with Jimbe and three other posts which were under the same contract. There were various reasons that led to the cancellation of the Concession and they included, *inter alia*, security concerns and failure to adhere to some legal requirements, resulting in irregularities in the award of the concession. No development had taken place on this project at the time of your Committee’s sitting as the border post had not been catered for in the 2013 Budget, since there were no structural plans at the time of preparing the 2013 Budget. However, plans for the construction of the Border Post were being worked on and it was anticipated that there would be an allocation for the project in the 2014 Budget.

Kambimba Border Post – Mwinilunga

The programme for the construction of the Kambimba Border Post was commenced under the auspices of the Ministry of Home Affairs, based on drawings and specifications prepared by the Buildings Department for the construction of standard small size border posts.

The contract was awarded to Amis Ltd in June 2010, and in that same year, the works commenced at a contract sum of K4,931,613,250. The works were at 70% completion with the three houses at roof level and the office block at window level when the works came to a halt at the end of 2012 because the budget line had been exhausted. However, the Ministry of Home Affairs had allocated K1,000,000,000 in the 2013 Budget for the project and construction works had since resumed. In total, over K2,000,000,000 had been disbursed towards this project at the time. Currently, the outstanding works were roofing, furnishings, electrical and water reticulation and external works. The works were scheduled for completion towards the end of 2013 since works were slow during the rainy season.

Kamapanda Border Post

The programme for the Kamapanda Border Post commenced at the same time as the Kambimba Border Post in 2010 after tender floatation by the Ministry of Home Affairs through the North-Western Province Tender Committee. The contract was awarded to Jaida Wholesalers & Trading at a cost of K4,682,945,258. Construction, though not complete, had reached an advanced stage at 90% completion and was expected to be completed by June, 2013. The Ministry of Home Affairs had budgeted K1,000,000,000 for the completion of the project and works were on-going, though at a slower pace on account of the rainy season. Only external works, electrical and water reticulation works were still outstanding on the project.

Kalengelenge Border Post

Plans for the construction of Kalengelenge Border Post were also underway. It was hoped that, subject to availability of finances, some preliminary works such as structural designs could be undertaken on this project.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes the progress made so far and requests an update on the completion of all these projects.

MINISTRY OF CHIEFS AND TRADITIONAL AFFAIRS

14/12 – Upgrading Infrastructure at Zambezi River Source

14. On Thursday, 22nd March, 2012, the Deputy Minister of Chiefs and Traditional Affairs stated as follows:

“Mr Speaker, as soon as the rainy season comes to an end, the Government, through the National Heritage Conservation Commission (NHCC), will commence the upgrading of the facility at the source of the Zambezi River in order to turn it into an International Tourist Centre.”

In an up-date on Wednesday, 16th January, 2013, the Permanent Secretary submitted that, following the end of the 2011/2012 rainy season, the Commission embarked on a programme of rehabilitating the Visitors' Information Centre by replacing the roof which had been leaking extensively. The only outstanding works were painting the walls and replacing the ceiling.

With regard to upgrading the site into an International Tourist Centre, the National Heritage Conservation Commission embarked on a programme of mobilising resources. In this regard, the Commission submitted a project proposal to the Interim Environmental Fund (IEF), requesting for funding under the Environmental and Natural Resources (ENR) priority management of critical ecosystems and biodiversity hotspots. Funding for the project entitled 'Zambezi Source Bio-Diversity and Livelihood Support Project' amounting to US\$1 million was approved by the IEF Fund Technical Committee. The National Heritage Conservation Commission had met all the conditionalities stipulated in the decision letter and was awaiting the release of funds by the Interim Environmental Fund (IEF) to start the project. He further submitted that the aims of the project were to:

- (a) address issues of environmental degradation by securing or preserving the ecosystem and bio-diversity through the construction of infrastructure and other tourism-related activities that would enhance visitor experience and increased revenue generation;

- (b) encourage local community participation in tourism management through capacity building in tour guiding, promotion of cultural activities, production and sale of handicrafts;
- (c) liaise with the Forestry Department to increase the extent of the area under the National Heritage Conservation Commission, thereby curbing deforestation in the vicinity of the Zambezi Source;
- (d) generate employment during the construction phase and post-commission through employment in the hospitality industry and the bio-diversity and cultural centre;
- (e) carry out research at the Bio-diversity Centre, focusing on plant diversity, traditional plant use and endemic species; and
- (f) provide alternative means of livelihood thereby reducing dependence on direct exploitation of the natural resources.

Challenges

The Permanent Secretary submitted that the National Heritage Conservation Commission was concerned with delays in releasing the project funds as this would ultimately delay the project execution and might result in increased costs of implementation arising from re-mobilisation costs.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the upgrading of the facility at the source of the Zambezi River in order to turn it into an International Tourist Centre.

MINISTRY OF AGRICULTURE AND LIVESTOCK

01/12 – Construction of Chilubi DACO Offices

15. On Tuesday, 13th March, 2012, the Deputy Minister of Agriculture and Livestock assured the House as follows:

“Mr Speaker, the construction of an office block for the DACO in Chilubi District will commence when funds are made available.”

The Permanent Secretary submitted on Wednesday, 16th January, 2013 that the Office of the District Agricultural Coordinator (DACO) in Chilubi was established in 1997. The DACO's office currently did not have any office accommodation of its own either on the island or on the mainland. The DACO's office had been paying rent for office space to the Council since 1997.

He explained that in 2011, the then Ministry of Livestock and Fisheries contracted PetChrist Enterprises Limited to construct a 1 x 5 office block for the Fisheries Department at Matipa on the mainland where the District Agricultural Co-ordinator (DACO's) office was situated. Upon completion, the offices were also expanded to accommodate the District Agricultural Coordinator (DACO). The contractor made an assurance of completing the construction of the office block not later than 31st March, 2012. Although construction works started, they only reached wall plate level before the project stalled. At this point, a total of K103,912,750 out of the total cost of K115,447,500 had been paid to the Contractor. The Contractor abandoned the project which prompted the Chilubi District Procurement Committee to terminate the contract as contained in a letter dated 31st October, 2012. Furthermore, the Contractor was demanding additional funds due to variations made to the bills of quantities initially given.

The termination of the contract ultimately meant that the Ministry would have to engage a new contractor in order to complete the remaining works. However, the completion of the offices would not resolve the office accommodation problem for the DACO due to the relocation of District offices from the mainland to the island, where other District Heads of Government departments, including the District Commissioner and Council Secretary, had moved. The offices on the mainland would be used to accommodate front-line staff from the departments of fisheries, veterinary, livestock and agriculture. It should, however, be noted that the Ministry had plans to construct an office block for the DACO on the island in Chilubi District.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes the response and resolves to seek a progress report on the construction of the DACO's office.

MINISTRY OF HOME AFFAIRS

03/12 – Recruitment of Immigration Officers

16. On Tuesday, 13th March, 2012, the Deputy Minister of Home Affairs made the following undertaking on the Floor of the House:

“Mr Speaker, we intend to recruit 225 immigration officers this year.”

In his submission, the Permanent Secretary stated on Friday, 18th January, 2013 that the staffing levels in the Department had remained low for a very long time and had not been adjusted to adequately factor in the many changes which had occurred in global migration and immigration service delivery. For instance, the Immigration Department did not conduct any recruitment from 2002 to 2008 until Treasury Authority was finally given to recruit 100 Immigration Assistants in 2009.

Your Committee was informed that there had been a gradual, but consistent increase in the volume of migration globally, with Zambia recording an unprecedented number of foreign nationals entering through her borders. The boom in the aviation industry had also made it easier and cheaper for people to migrate. Furthermore, the Department's scope of services being offered to the public had increased considerably in tandem with the changing needs of international migrants. For instance, the Department introduced six additional types of permits to the already existing six. This was a pointer to the need for more regular recruitment of staff in the Department. In 2012, the Department recruited a total of 125 Immigration Assistants who had since been deployed to their respective stations. For the other fifty-six who equally underwent training at Lilayi, the Department was still awaiting Treasury Authority before they could be put on the payroll. Taking account of the foregoing, the Department needs to recruit forty-four more officers to bring the number to 225 in line with the assurance. However, the current strength was still far below the approved establishment of 850. In this regard, therefore, the Department was in the process of obtaining Treasury Authority to recruit 200 Immigration Assistants.

On the effects that the creation of new districts had on the Department, the Members were informed that the creation of twenty-eight districts posed a challenge to the Department because it did not have infrastructure in those districts. Therefore, in order to service the newly-created districts adequately, there was a need to recruit approximately 1,000 or more immigration officers. As regards whether there were offices that were not manned, your Committee was informed that Nyimba, Katete and Mwandia were not fully manned or had one officer deployed at the station. However, the job entailed that officers needed to move from one

place to another in order to monitor what was happening on the ground. Further, in situations where an Immigration Officer who was stationed at a border alone fell ill, police officers were called upon to help guard the borders.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes that forty-four officers need to be recruited in order to fulfil the assurance. In this regard, your Committee resolves to await a progress report on the matter.

MINISTRY OF COMMERCE, TRADE AND INDUSTRY

04/12 – Enhancing Value Addition Among SMEs

17. On Wednesday, 14th March, 2012, the Minister of Commerce, Trade and Industry gave the following assurance to the House:

“Sir, I further wish to say that it is not now that I have realised the importance of SMEs. That is why I talked about value addition. This Government has always realised this and that is why according to its manifesto, it is implementing programmes which are based on value addition, especially driven by the SMEs”.

The Permanent Secretary, in an update to your Committee on Friday, 18th January, 2013, stated as follows:

- (a) the Ministry had developed specific strategies aimed at facilitating the exploitation of the nation’s abundant natural resources for economic advancement. The two strategies were the Rural Industrialisation Strategy and Engineering sub-sector Strategy. These strategic papers were aimed at promoting value addition of primary resources to enhance their competitiveness on the international market. Key components of the Rural Industrialisation Strategy included:
 - (i) the establishment of Industrial Clusters – this entailed putting in place the right physical support infrastructure and an institutional and legislative framework that would encourage the location of large and small-scale manufacturing industries closer to the sources of the raw materials targeted for value addition;
 - (ii) a resource mapping exercise that identified the resource endowment for each region of the country and this would form the basis of the Industrial Clusters Programme. Among the projects to be undertaken were agro processing, leather shoe manufacturing, bee keeping, honey production, fish farming and processing, palm oil processing, gemstone processing, and tourism, among others; and
 - (iii) the iron/steel and copper fabrication sectors. The objective of the strategy for engineering products was to expand the competitive industrial base of engineering products by increasing the number of exporting companies in the target sectors and by expanding their production level. The focus was to ensure quality products, accelerated increased production capacity of the existing export companies and to nurture local supporting industries serving exporting companies;
- (b) the Government had embarked on skills training initiatives targeting selected products. For instance, training in quality development and design had been facilitated for thirty SMEs engaged in manufacturing of leather shoes;

- (c) the Government had, in conjunction with its co-operating partners, taken measures to enhance productivity and facilitate market access for selected value added products. For instance, the Ministry of Commerce, Trade and Industry, through the Enhanced Integrated Framework (EIF) programme, had developed a project for the Apiculture (Honey) sector aimed at increasing production and enhancing market access for the benefit of the small holder bee keepers in Zambia. The project would target over 5,000 bee keepers across the country;
- (d) the Government had enhanced stakeholder consultation with various players expected to be active in its value addition programme. These consultative and networking platforms were expected to ensure stakeholder buy-in as well as allow for information dissemination. In an effort to show case the investment potential of Zambia, as well as establish a platform for networking between the local SMEs and prospective international investors, the Ministry organised the Value Addition Conference and the Zambia International Investment Forum. The overwhelming attendance and pledges by the participants provided an insight into how the Zambian Government could tap investment flows into the country;
- (e) the Government had facilitated the development of the Multi Facility Economic Zones and Industrial Parks. These programmes were aimed at boosting the contribution of manufacturing to the GDP through value addition of products. Development in these areas was progressing well with Chambishi MFEZ having already implemented 60 per cent of the project, Roma Industrial Park stood at 30 per cent, Lusaka South and Lusaka East were at 10 per cent as the developers were still investing in infrastructure, while Lumwana and Sub-Sahara Gemstone were still at start-up stage; and
- (f) the Government had undertaken various investment missions to attract Foreign Direct Investment (FDI) into the value adding industries. The FDI was expected to bring into the country the much-needed capital, highly skilled human resources and new technology used in various value addition processes.

The Permanent Secretary pointed out that the Government's value addition agenda was an on-going, multi-faceted process. The Government would continue to seek other avenues that would ultimately lead to value addition to locally available raw materials. The manufacturing sector was already experiencing growth, particularly in the food and beverage as well as metal fabrication sub-sectors and it was the Government's desire to ensure that this growth was supported by a vibrant MSME segment.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee observes that the key components of the SMEs will require that the right physical support infrastructure and institutional and legislative framework, which will encourage location of large and small-scale manufacturing industries closer to the sources of the raw materials targeted for value addition, be put in place. Your Committee resolves to await a progress report on the creation of the necessary physical infrastructure, institutional and legislative frameworks to facilitate value addition.

MINISTRY OF HEALTH

11/12 – Resumption of 24-Hour Services by Health Centres in Kankoyo Parliamentary Constituency

18. On Tuesday, 20th March, 2012, the Honourable Deputy Minister of Health made the following remarks:

“Mr Speaker, the Government will recruit health workers based on the K77.8 billion allocated for recruitment in the 2012 national budget. The health centres in Kankoyo Parliamentary Constituency, under the Ministry of Health, will resume operating for 24 hours when more health workers are recruited.”

In an update on Friday, 18th January, 2013, the Permanent Secretary submitted that Kankoyo Parliamentary Constituency had a total of seven health centres and two health posts. Four of these health centres and two health posts were under the control of the Government through the Ministry of Health while three health centres were run by Mopani Copper Mines Plc.

The four health centres under Government control were:

- (i) Chibolya Clinic;
- (ii) Clinic 3;
- (iii) Clinic 5; and
- (iv) Butondo Clinic.

The two health posts were:

- (i) Mufulira Teachers’ Training College Health Post; and
- (ii) Luansobe Health Post.

Your Committee was informed that Mopani Copper Mines Plc controlled Clinic 2, Clinic 6 and Clinic 7. It was explained that Clinic 3, Clinic 5 and Butondo Clinic were acquired by the Government when Zambia Consolidated Copper Mines Limited (ZCCM Ltd) was privatised and were handed over to the Ministry of Health in May, 2000. Mopani Copper Mines Plc had continued operating Clinic 2 and Clinic 6 on a 24 hour basis apart from Clinic 7.

The main challenge that had compelled the Government, through the Ministry of Health, to stop operating the four health centres on a 24 hour basis since 2008 was the critical shortage of health workers. Your Committee was further informed that the K77.8 billion allocated for net recruitment for 2012 was fully disbursed and positions funded using the above-mentioned funds were uploaded with effect from 1st May, 2012. The 2,202 positions funded included paramedical, medical and administrative/support staff cadres. To this effect, medical staff were recruited in two phases in 2012.

In this regard, Phase I posting was done in May, 2012 and 717 staff were recruited while Phase II posting was done in September, 2012 and 1,168 staff were recruited, giving a sum total of 1,885 staff recruited in the two phases. However, sixty-one more staff were recruited between and after the two phases, bringing the total to 1,937 staff recruited in 2012, based on the funds provided for net recruitment. As for the remaining 265 positions, the Ministry would post staff when more graduates were produced from the training institutions in 2013. Your Committee learnt that based on the funds provided, a total of thirty-three health workers were posted to Mufulira District in September, 2012, of which one Clinical Officer General and one Zambia Enrolled Nurse were posted to Clinic 3 and Butondo Health Centres under Kankoyo

Parliamentary Constituency, respectively. The establishment of the four health centres under the Government control in Konkoyo Parliamentary Constituency was as indicated below:

S/N	Clinic	Establishment	Actual	Deficit
1	Clinic 3	51	9	42
2	Clinic 5	52	9	43
3	Butondo	44	9	35
4	Luansobe	5	6	-1

The above health centres were still not operating on a 24 hour basis due to the critical shortage of qualified health workers. However, more health workers would be posted to Kankoyo Constituency during the 2013 recruitment of health workers based on the funds allocated for net recruitment in the National Budget. Therefore, the facilities would start operating 24 hours when the variance between the actual and the establishment was reduced.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes that the health centres in Kankoyo Constituency are still not operating on a 24-hour basis because of the critical shortage of qualified health workers. However, the Ministry expects to recruit more health workers to be posted to the Constituency during the 2013 recruitment of health workers, based on the funds allocated for net recruitment in the 2013 Budget. Your Committee, therefore, resolves to wait for an update on the matter.

MINISTRY OF EDUCATION, SCIENCE, VOCATIONAL TRAINING AND EARLY EDUCATION

13/12 – Transformation of Nkrumah Teachers' Training College into a University

19. On Wednesday, 21st March, 2012, the Deputy Minister of Education, Science, Vocational Training and Early Education assured the House as follows:

“Mr Speaker, the road map is very clear. We are looking at September, 2012, for the official establishment of Nkrumah University of Education and indications are that we are on course.”

In his update on Tuesday, 22nd January, 2013, the Permanent Secretary submitted that, over the years, despite an increase in the pupil output from primary schools and a corresponding rapid growth in enrolment at senior secondary school level, teacher output remained significantly low, leading to a high pupil-teacher ratio, thus compromising the quality of education at senior secondary school level. By 2012, there were 885 teachers with degree qualifications in social sciences out of the required 6,508 degree holding teachers of social sciences. This left a shortfall of 5,623 teachers. The University of Zambia produced 120 graduates in social sciences annually, which was equivalent to producing twenty-four teachers of social sciences per subject annually. This output was far from meeting the national demand for social science teachers with degree qualifications that are required at secondary school level.

It was, therefore, envisaged that Nkrumah University of Education would focus on training teachers of social sciences for secondary education. In this way, Nkrumah University would increase capacity for production of teachers of social sciences at secondary school level in the country.

As regards progress made on the transformation, the Permanent Secretary submitted that:

- (i) in order to be granted Treasury Authority, a Board of Survey had been constituted. The Board undertook a study to establish the assets to be transferred to the new University. A report would soon be submitted to the Secretary to the Treasury;
- (ii) a search committee for the Vice-Chancellor and Deputy Vice-Chancellor was constituted and had since submitted its report to the Honourable Minister of Education, Science, Vocational, Training and Early Education;
- (iii) as part of the requirements for any University, it was necessary that a University Council be put in place. In this regard, significant progress had been made and a Council would soon be appointed; and
- (iv) the existing infrastructure had been rehabilitated while some of it had been constructed in order to raise the standards at the Institution to required levels. Further, in the 2013 ministerial budget, this activity had been allocated a part of the K75 billion in order to complete the construction works at the institute.

Once these activities were completed, the University would open and this was expected to be in 2014. The Permanent Secretary added that there were some outstanding matters on the transformation. These were:

- (i) Treasury Authority;
- (ii) issuance of a Statutory Instrument;
- (iii) appointment of a Council;
- (iv) appointment of Vice-Chancellor and Deputy Vice-Chancellor;
- (v) recruitment of staff; and
- (vi) separation of employees and payment of separation packages.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the opening of Nkrumah University.

16/12 – Completion of Rufunsa Girls' Technical High School

20. On Friday, 23rd March, 2012, the Deputy Minister of Education, Science, Vocational Training and Early Education assured the House as follows:

“Mr Speaker, the construction of external works will be completed by the end of 2012. The school will, therefore, become operational in 2013.”

On Tuesday, 22nd January, 2013, the Permanent Secretary submitted that construction of Rufunsa Boarding High School was scheduled to be completed at the end of December, 2012 and opening of the school was scheduled for January, 2013. The construction works were to be done in two phases, as follows:

Phase I – this would comprise the construction of school buildings, which included teachers' houses, classroom blocks, science laboratories, a home economics block, technical drawing rooms, a wood workshop, library/resource centre, hostels for boys and girls, hostel ablution blocks for boys and girls, classroom ablution blocks for boys and girls, sick bay, tuck-shop, administration block, sports/assembly hall, dining hall and kitchen.

Phase II – this would comprise construction of external works, including screen walls around classrooms and hostels, walkways, water reticulation network, electrical reticulation network, soil drainage, storm water drainage, driveways and sports fields.

As regards the progress made so far, the Permanent Secretary stated that Phase I works had been completed and Phase II works were in progress. Phase II works had been prioritised in such a way as to ensure the opening of the school for Grades 8 and 9 in January, 2013. The rest of the Phase II works were expected to be completed by the end of May, 2013. However, equipment and books had been procured by the end of December, 2013.

The Permanent Secretary further explained that the project had experienced some challenges. For example, he explained that one of the main challenges to the completion of the school was that the tender process for the Phase II works took over eight months to be concluded, resulting in a delay in the signing of the contracts and the start of the works. Another challenge was that the budgetary allocation for the construction of the secondary school was inadequate.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to receive a progress report on the completion of all works at the School.

PART II: FINDINGS FROM THE FOREIGN TOUR TO RWANDA

Background

21. Your Committee undertook a foreign tour to Rwanda from 14th to 20th April, 2013. The Parliament of Rwanda is bicameral: it consists of the Chamber of Deputies, whose members are known as Deputies, and the Senate, whose members are known as Senators. During its tour to the Parliament of Rwanda, your Committee was hosted by the Chamber of Deputies. The Chamber of Deputies is made up of eighty members who hold office for five years and are eligible for re-election. The mandate of the Chamber of Deputies is twofold: to legislate and to oversee the Government's activities. The following methods may be employed by the Chamber of Deputies to scrutinise the Government's activities at all levels in all public departments under Government control: oral questions; written questions; committee hearings; commissions of inquiry; open questioning in the Plenary; and the motion of no confidence. At the time of your Committee's visit, 56 per cent of seats in the Rwandan Parliament were held by women. It was explained that there were constitutional safeguards for female representation in Rwanda. Consequently, all political parties were required to exhibit, among other things, gender equality. In addition, all party lists under the Proportional Representation System were required to reflect at least 30 per cent female representation.

Your Committee also learnt that in light of the history of Rwanda, Members of Parliament sat in the Chamber of Deputies in alphabetical and not according to their political parties in order to promote unity in the House. Further, the debates were not conducted in an adversarial or confrontational manner. However, where Members disagreed, matters were shelved to allow for further consideration, introspection and consultation before a decision could be made. Even where it was necessary to go to the vote, this was done in a consensual manner. However, since the President could constitutionally appoint only 50 per cent of Ministers from his or her party and 50 per cent from the opposition and other independent groups, Parliament had a lot of freedom and scope to criticise the Executive.

Your Committee undertook the tour pursuant to the following two assurances made on the Floor of the House by Government Ministers:

(i) 07/09 – The Redesigning and Expansion of Roads

On 18th March, 2009, the Deputy Minister of Local Government and Housing assured the House as follows:

“Mr Speaker, my Ministry has plans to assist not only the Lusaka City Council, but all authorities to redesign and expand road infrastructure, whose carriage capacity has been exceeded by the ever-increasing volume of motor vehicles.”

(ii) 04/12 – Enhancing Value Addition for Small and Medium Enterprises

On 14th March, 2012, the Honourable Minister of Commerce, Trade and Industry assured the House in the following terms:

“Sir, I further wish to say that it is not now, that I have realised the importance of SMEs. That is why I talked about value addition. This Government has always realised this and that is why it is implementing programmes according to its manifesto, which are based on value addition, especially driven by SMEs.”

The purpose of your Committee’s tour was to learn from both the Government and non-government institutions that were responsible for the designing, redesigning and expansion of the road network in Rwanda. Your Committee also wished to learn from the relevant Ministries and/or government departments and non-government organisations with regard to the measures being taken to enhance value addition among small and medium enterprises in Rwanda. Additionally, your Committee wished to interact with the Parliamentary bodies/committees (if any) that were responsible for oversight of these sectors. Your Committee was of the view that it could draw valuable lessons from these institutions and organisations in order to be able to offer appropriate advice to the Zambian Government on how these assurances could be expeditiously and effectively fulfilled.

During the tour, your Committee interacted with a Sub Committee of the Parliamentary Standing Committee on Trade and Economy, the Minister of Agriculture and Animal Resources, the Minister of Trade and Industry, the Minister of State in charge of Transport in the Ministry of Infrastructure and the Minister of State in charge of Mining in the Ministry of Lands, Forests, Environment and Mining. Your Committee also met officials from the Rwanda Development Board, Rwanda Transport Development Authority, National Agricultural Export Board and the Private Sector Federation. Your Committee also visited the RWACOF Coffee Processing Plant and the Nemba One Stop Border Post as part of its study tour. The major findings of your Committee during the study tour, and your Committee’s recommendations thereon, are outlined below.

Major Findings

(i) Handling of Government Assurances in the Parliament of Rwanda

22. As regards fulfillment of the Government’s undertakings, particularly those made on the Floor of the House, your Committee learnt that the Rwandan Parliament did not have a Committee on Government Assurances or its equivalent. However, it was explained that, once an undertaking was made by a Government Minister or a recommendation made by a Parliamentary Committee, it was the responsibility of the Prime Minister’s office to co-ordinate with the relevant Ministers (who were not Members of Parliament or were required to resign upon their appointment to the Executive) and ensure that the undertaking was fulfilled in a timely manner. If the House was not satisfied with progress on the implementation of the undertaking, the House had the power to summon the Minister concerned and question him or

her as regards the fulfillment of the undertaking or to demand a formal statement from the Minister on the matter. It was stated that Ministers generally complied with the requirement to fulfill their undertakings and commitments, but in the event of failure to comply, the House could invoke its constitutional powers of censure. In line with these powers, once a Minister was censured by the House, the President was obliged to accept the resignation of the Minister concerned, or to provoke it, if it was not offered voluntarily. It was explained that the procedure of censure had so far only been invoked once.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee strongly recommends that the Zambian Parliament considers strengthening the capacity of its Committees to ensure implementation of commitments and undertakings made on the Floor of the House by Government Ministers.

(ii) The Redesigning and Expansion of Roads

23. The Rwanda Transport Development Agency (RTDA) was the implementing Agency for the Rwandan Government for infrastructure projects. Your Committee was informed that around 2003, Kigali had about 600,000 inhabitants, but by 2011, Kigali's population had grown to almost 1,000,000. Additionally, the importation of vehicles had increased dramatically over the past decade. Previously, only big companies were importing vehicles, but currently everyone was free to import vehicles, whether new or used, the only restriction being that the vehicle should not be more than ten years old. Consequently, the Government of Rwanda was always cognisant of the possibility of the vehicular congestion choking the country, especially in light of the country's limited land surface area.

It was explained to your Committee that Kigali, the main city in Rwanda, currently had 250 km of paved roads and it was hoped that in addition to these, fifty-four tarred roads and 100 km of paved roads would be constructed over the next two years. Eventually, these arrangements would be replicated in the six main cities of Rwanda in order to open them up and promote economic growth. This was under the country's 2020 Programme.

There were plans to establish bypass roads around Kigali to reduce the amount of traffic going through the town centre. Further, apart from establishing bypass roads, it was also planned that a dedicated bus lane would be established inside the City of Kigali. The project of establishing the dedicated bus lane was expected to take off within 2013, commencing with expropriation.

The Government of Rwanda was also actively encouraging the use of non-motorised transport such as walking and cycling in order to promote healthier lifestyles as well as to reduce environmental degradation and vehicular congestion. In this light, it was a requirement that all roads constructed in Rwanda have a paved walkway constructed alongside it. As regards the shortage of parking space, your Committee learnt that the Government of Rwanda promoted the establishment of private parking spaces and currently, most modern buildings had built-in parking lots. The Government of Rwanda was, however, making efforts to establish specific parking lots for buses and other public transport vehicles.

It was also explained to your Committee that all road contracts contained a defect liability period clause and this clause was consistently exercised by the RTDA. In the event that the contractor failed to timeously correct a defect upon being notified, the Agency repaired the defect to avoid the continued deterioration of the road asset, but passed the cost on to the contractor.

As regards the issue of corruption, the Director-General explained that all senior public servants were expected to declare their assets through the Office of the Ombudsman of Rwanda as a safeguard measure. Further, all public procurement was widely publicised. All tender awards were closely monitored by various relevant institutions to ensure that only properly qualified and experienced contractors were awarded construction contracts. As regards single sourcing, it was stated that the law provided that the Agency could only single source for contracts valued less than or equal to US\$1,000 or for emergencies. Generally, however, the Cabinet had made a decision to engage the army engineering regiment in cases of emergency. Further, the Agency was also allowed to enter into tentative contracts with three companies each year, in which contracts the Agency and the contractors merely agreed on unit prices. In the case of an emergency whose magnitude was beyond the capacity of the army, such companies were then simply called upon to perform the contract and later claim their payment based on the quantities of materials used at the agreed unit prices.

Maintenance Programme

Your Committee learnt that road maintenance was a critical programme under the portfolio of the Ministry of Infrastructure. Road maintenance in Rwanda was carried out under various programmes: these programmes ranged from Routine Maintenance (cleaning the roads and ensuring that all drainages were clear of obstructions), Recurrent Maintenance (fixing small defects such as potholes and clearing of landslides), Periodic Maintenance (rehabilitation of the roads when the need for recurrent maintenance became too regular and too costly) and Reconstruction (when the road had outlived its lifespan and it became necessary to completely overhaul it).

To effectively carry out the Ministry's maintenance mandate, the RTDA had a dedicated Maintenance Department. It was explained that the RTDA regularly undertook physical traffic counts. These counts were aimed at establishing the number and types of cars on Rwanda's roads at any given time. The condition of roads was also monitored regularly through these physical inspections. It was stressed that using the results from the physical inspections and strict application of scientific traffic analysis and engineering forecasts, the Government of Rwanda was able to plan ahead and construct the necessary infrastructure in strategic locations so that the busy city roads did not get congested. There was currently an on-going ring road project as well as other road construction projects aimed at ensuring that the road network was better connected and averted congestion in the country. Those roads that were identified as key to the smooth flow of traffic and reduced congestion were always prioritised for maintenance. Your Committee learnt that management of overloads was also an important aspect of managing and protecting road assets. In this regard, regular and stringent inspections of overloads through various weighbridges were undertaken. In the same vein, regular inspections of the roadworthiness of the vehicles on Rwanda's roads were also carried out with the aim of reducing breakdowns on the roads, which could also contribute to vehicular congestion.

The RTDA entered into multi-year contracts for the maintenance of roads in order to avoid delays associated with tendering procedures which could result in the further deterioration of the road assets. Routine road maintenance was currently being decentralised to the districts. The communities around the roads in the districts had undergone training on road maintenance, and were required to make regular reports to their respective district administration offices, who in turn reported to the Road Maintenance Fund, on all their activities. Funding for road maintenance was released quarterly to the districts and the district administration offices were required to closely monitor the activities of the communities. No funds could be released to the districts prior to production of an appropriate report on activities for the previous period.

Your Committee learnt that it was the intention of the Government of Rwanda to upgrade most roads around the country to asphalt standard so that every Rwandan could reach an asphalt road after travelling a maximum of 25 km. In any case, the Government of Rwanda was confident that none of the roads in the major cities would suffer congestion in the near future because of the preventive measures which were in place. With regard to the fact that most of the roads in Rwanda were quite narrow, it was explained that the scientific analysis and forecasts carried out by the Ministry of Infrastructure had shown that it would be economically unsound to invest in very wide roads, considering the levels of traffic in the country.

Another innovation by the Government of Rwanda aimed partly at reducing congestion on the country's roads was the envisaged establishment of One Stop Border Posts at all its borders. For example, the establishment of a One Stop Border Post at Nemba on the border with Burundi had not only eased travel between the two countries, but had also significantly contributed to easing congestion at the border, which could, in turn, contribute to congestion on the roads leading to and away from the border. Your Committee was further informed that in a bid to further lessen the pressure on the road network and avert the possibility of congestion, the Rwandan Government had plans to develop a railway network from Kampala in Uganda to Kigali in Rwanda, an oil pipeline as well as a dedicated bus way. There was also a plan to develop an international airport at Bugesera. The Government also wanted to develop several inland waterways.

Your Committee also learnt that the Ministry of Infrastructure considered it critical to use every penny availed for the purpose it was intended and to seriously fight corruption, which could result in leakage of the scarce resources. The Government of Rwanda believed that it had managed to attract and retain the support of various local and international donors because of its commitment to the fight against corruption as well as its commitment to its policies and its people.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

In light of the findings during its foreign tour, your Committee wishes to recommend as follows:

- (a) the Government should establish a very clear and elaborate monitoring and planning mechanism to ensure that the number of vehicles in the country is regularly monitored in order for the Government to be well informed of the need for the expansion of roads and/or construction of any new roads;
- (b) physical inspections should be regularly carried out by the Ministry responsible, through the relevant agency, to determine the current levels of traffic vis-à-vis the carrying capacity of various roads, especially city roads;
- (c) scientific forecasts of expected increases in traffic levels on the roads should be undertaken regularly by the Ministry through relevant agencies under its portfolio;
- (d) prioritisation of road construction projects should take into account, among other things, the need to maximise the contribution of the road projects to the easing of traffic flow on the roads;
- (e) the Zambian Government should recommit itself to enforcing stringent measures to ensure that financing provided for road projects is carefully spent to ensure its maximum benefit to the country;
- (f) a comprehensive road maintenance programme which will facilitate the participation of all levels of Government up to community level should be

developed and implemented. The programme should be aimed at minimising loss of road assets and maximising the realisation of value for money from the public funds invested in the country's road network;

- (g) there should be regular and stringent checks carried out to ensure that all cars on Zambian roads are in roadworthy condition in order to avoid breakdowns which can also contribute significantly to congestion on the roads. In this regard, the role of traffic police should be reviewed so that the focus should be on ensuring roadworthiness of vehicles and not on collecting fines as many motorists pay such fines, but continue to drive un-roadworthy vehicles. In the same vein, the number of road blocks mounted by traffic police should be strictly controlled and kept to the barest minimum; and
- (h) the Zambian Government must actively encourage the use of non-motorised transport and construct foot and cycle paths along all motorways in order to promote improved health, a better environment and reduce the amount of traffic on the roads. To effectively encourage Zambians to walk rather than drive, the Government must ensure that all roads in the country are provided with street lighting.

(iii) Enhancing Value Addition for Small and Medium Enterprises

24. Your Committee was informed that following the genocide, Rwanda's economy was completely ruined and had to be re-engineered from scratch. In the post-genocide period, agriculture had emerged as a lead sector, with tea, coffee and pyrethrum emerging as the key revenue earners in the sector. Tourism, mining and construction were also important contributors to the GDP. There was also a limited amount of horticulture. Pyrethrum was exported in processed form as there was a factory which was already operational in the northern part of the country. Your Committee learnt that Rwanda's Gross Domestic Product per capita was US\$ 600, having risen from US\$ 200 in the last five years. Over 80 per cent of the Rwandan economy was in the hands of local businesspersons with only about 20 per cent being foreign investors. Of these, 70 per cent of all businesses in Rwanda were small to medium enterprises. However, it was stressed that there was no deliberate effort to block the entry of foreign investors into the economy. On the contrary, foreign investment was just as actively encouraged as local investment.

Rwanda currently had a competitive and market-driven economic environment. The Government of Rwanda was cognisant of the fact that the country's entry into the East African Community (EAC) necessitated that it rapidly reforms its business environment. This was a matter of urgency because the other members of the EAC were more experienced in international trade, produced better quality goods, had larger and more skilled populations, had access to cheaper energy than Rwanda and had access to sea ports. Being a landlocked country with higher energy costs, a smaller and less skilled population, and generally being less experienced in international trade, Rwanda had realised that value addition was the only way it could compete effectively and increase its earning capacity in the new dispensation.

In light of the foregoing, the Ministry of Trade and Industry was in charge of trade promotion, preparation of trade policy, as well as its enforcement and implementation through its implementing agencies. The Ministry had a legal framework that enabled it to encourage healthy competition among economic players and to protect consumers. However, there were no price controls by the Government of Rwanda. The occurrence of domestic trade depended on the functioning of the commodity value chain. The Ministry's role was merely to improve linkages and remove imperfections which may lead to price distortions. For example, the Ministry was engaged in a continuous consultative process with oil dealers to ensure that oil

price escalations did not make the commodity inaccessible to various consumers, especially to business operators. The Ministry was further involved in facilitating movement of trade logistics.

In particular, the Ministry of Trade and Industry, working with the Private Sector Federation (PSF), was keen to support small and medium enterprises, including start ups, and were, therefore, investing in a number of initiatives in all districts countrywide to assist these enterprises to take off, grow and compete favourably. Notably, most of the small and medium enterprises benefitted from the Government's support through various initiatives. These included business training, improvement of cross border facilities, facilitation of dialogue between farmer co-operatives and agro-processors (especially with regard to the prices of agricultural commodities) facilitation of market access for Rwandan producers by, among other things, exploring markets and organising business trips through the Rwanda Development Board.

The private sector, therefore, featured prominently in the Government's sectoral plans and in the Government's Second Economic Development and Poverty Reduction Strategy (EDPRS II). The Government of Rwanda was also instrumental in encouraging both local and foreign investors to enter the country and ensuring that all investors fulfilled their investment pledges. In a bid to enhance the growth of the private sector, and upon due consideration, the Government sometimes did initiate the grant of sector-wide incentives or their removal if such action would be beneficial for the affected sector as a whole. It was stressed that Rwanda did not practice the concept of tax holidays but, in some cases, incentives could be granted after careful consideration of the macroeconomic benefit that would accrue from them. These would, however, not be targeted at individual operators, but at a sector.

To facilitate investors' access to various Government services, the Ministry of Trade and Industry had since set up a One Stop Shop for business registration. Among the services available in the One Stop Shop were immigration services, a notary from the Ministry of Justice, Rwanda Revenue Authority and a bank. The Ministry was also engaged in investment targeting which involved identification of investment opportunities and providing such information to potential local and foreign investors with a view to enticing them to invest in those sectors. In addition, the Ministry of Trade and Industry was a key participant in the Public-Private Dialogue which had been set up to bring together actors from the Government and the private sector in order to expeditiously resolve issues which may negatively impact on the smooth operations and growth of the private sector. This Forum was chaired by the Republican President.

There were also deliberate efforts by various producers themselves to add value to their produce. For example, the coffee producers were investing in roasting facilities, tea producers were seeking means of improving both productivity and quality of their products while tourism operators were looking to improve packaging of their product to improve tourist arrivals. There were also efforts to add value to maize, rice, beans and soya beans in order to enhance their value and competitiveness within the East African region and beyond.

In terms of the mining sector, your Committee learnt that currently, Rwanda had 558 mining sites in the country, operated by 231 mining companies and co-operatives. Rwanda's major minerals were coltan, wolframite, cassiterite and gold, with traces of sapphire and tourmaline. It was explained that the mining sector was estimated to be contributing about 1.2 per cent of the GDP of Rwanda. However, in Rwanda, mining was purely an artisanal activity as there was no large-scale mining anywhere in the country. It was, therefore, difficult to obtain precise statistics on activities in the sector. In Rwanda, there was no value addition of the minerals and they were exported in raw form. However, cassiterite was merely concentrated to remove stones and other obvious impurities. Even though the only tin smelter in East Africa was located in Rwanda, it was not operational on account of high energy costs as well as the fact that it did

not have conflict free certification. The Ministry of Natural Resources was confident that if properly organised, artisanal mining would be more beneficial for the people of Rwanda than large-scale mining. Therefore, apart from assisting the small-scale miners to form co-operatives, efforts were also being made to improve their access to financing, which was a major constraint to improved productivity. The Government of Rwanda was also cautious about the manner in which issuance of mining licences was handled as it sought to ensure that villagers were not displaced in the process.

The agriculture sector in Rwanda was predominantly subsistent, and apart from being a very significant contributor to the GDP of Rwanda, it was also a direct contributor to food availability in the country. Currently, food availability in the country stood at 2,400 kilocalories while the Food and Agricultural Organisation (FAO) recommended 2,100 kilocalories. The Ministry of Agriculture and Animal Resources had prioritised six key programme areas for special focus over a five-year period. These were Crop Intensification, Irrigation, Improving Post-Harvest Activities, Livestock Improvement, Promoting Exports and High-Value Crops and Innovation through an Active Research Agenda. The Ministry also regularly undertook studies to determine which crops were suited to the country's various agro-ecological regions and supported the cultivation of those crops in those regions. Agricultural inputs were provided through the private sector, although, where necessary, the Government of Rwanda endeavoured to provide subsidies to the farmers. The Government was always cautious to design subsidy programmes in such a way as to ensure that the farmers received the subsidies directly rather than to provide the subsidies to the private sector operators in the hope that they would pass on the benefit to the farmers. The country had a very strong and well organised co-operative system. For example, the Ministry operated an input voucher system and these vouchers were accessed by farmer groups rather than by individuals.

It was clarified that although the prices of all agricultural commodities were determined purely by market forces, the Government announced a floor price for tea, which was pegged to the international price. This price was announced merely as a guideline so that farmers were not exploited by the private buyers. Therefore, depending on international prices of tea, farmers sometimes received higher prices than the Government floor price.

In terms of support to small-scale producers, the Ministry of Agriculture and Animal Resources was running various programmes largely targeted at small-scale farmers who were encouraged to consolidate their land and farm together so that it could be easier for the Ministry to reach them with extension services, inputs, financing, marketing information and strategies and any other Government interventions. The Government of Rwanda also undertook various sensitisation initiatives among the small-scale producers, which included information dissemination about the need to use sustainable fishing methods.

In 2006, the Government of Rwanda introduced the One Cow Policy. The policy entailed that each recipient of a cow from the Government had to pass on a calf to their neighbour once their cow put to bed. To date, 144,000 cows had been distributed under this policy to various households countrywide. It was noted that this policy had not only helped to address nutritional security by making milk readily available, but had also helped to build stronger ties among the communities in Rwanda.

As regards mechanisation of agriculture, your Committee learnt that the Government of Rwanda actively encouraged the duty free importation of agricultural equipment, but due to the high cost of agricultural equipment, the Government had also set up mechanisation centres where farmers could hire such equipment. The Government of Rwanda was also currently in talks with some of the big agricultural equipment companies with a view to having them set up private mechanisation centres throughout the country.

In terms of support to value addition, your Committee learnt that the Government of Rwanda was in the process of designing production hubs countrywide under the public-private partnership arrangement. Under this arrangement, a centre would belong to a private organisation while the Government would provide services such as electricity and roads. These hubs were expected to utilise local farmers as production centres to feed the hubs with raw materials.

In the coffee sub-sector, your Committee learnt that virtually all coffee produced in Rwanda was produced by small-scale farmers through out-grower schemes. The coffee industry was private sector driven, with the Government playing only a regulatory role. The industry was organised around the co-operative system, but individual producers and processors also played a key role. Currently, RWACOF, the coffee processing plant visited by your Committee, had eleven washing stations and had partnered with fifteen co-operatives and three private washing stations. This meant that in total, the company was working directly with between 15,000 to 20,000 farmers through the co-operative system. In addition, most coffee producers used small hand pumping machines to process the crop up to dry parchment level, and then transported the coffee to factories for further processing.

Rwanda was a leading exporter of both mainstream and speciality coffee, but following the fall of international mainstream coffee prices, the Rwandan Government made a decision to promote speciality coffee production because speciality coffee prices were consistent and not affected by fluctuations in world coffee prices. As a minimum, speciality coffee exported from Rwanda underwent between 30 per cent to 40 per cent value addition before export. Your Committee learnt that very high quality coffee could sell for up to US\$8 per kilogramme. Currently, Rwandan coffee was fetching a price of US\$2 per kilogramme, but it could consistently command a price of up to US\$3 per kilogramme.

Rwandan speciality coffee was mostly sold in the United States of America, the Scandinavian and other European countries. Other countries which produced the quality of coffee which compared with Rwandan coffee were Burundi and partly Kenya. However, it was stressed that all coffee had unique characteristics, depending on its country of origin. For mainstream coffee, the processors worked with suppliers who bought the coffee beans from the farmers and then on-sold to the processors' agents. The agents were pre-financed by the coffee processors. It was explained, in this regard, that there were some incidences of side selling, but that this problem was mitigated by the fact that most processors belonged to the Coffee Processors Association and worked closely with each other. It was further explained that while not all coffee processors offered farmers the same price for their produce, the prices were within a certain range, so they were not too divergent.

As regards any fiscal incentives provided to the private sector after privatisation of the economy, it was explained that for a brief period following privatisation, some exemptions had been granted from import duties on agricultural equipment. Other than that, there was no interference from the Government in the operations of the private sector. On the contrary, the sector received the requisite support in terms of a conducive environment for private investment. Currently, no subsidies were given to coffee processors, but the farmers did, until the year 2012, receive a fertiliser subsidy. Following the removal of the subsidy, the farmers had experienced some challenges in adjusting and hence the coffee processors were currently trying to ameliorate this challenge by contributing a certain amount from each kilogramme of coffee exported towards a Fertiliser Fund. These funds could then be recovered from each beneficiary farmer at the point of sale of his/her produce. The purpose of this effort was to ensure that the small-scale farmers did not go out of business.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Following its tour of Rwanda, your Committee wishes to make the observations and recommendations set out hereunder.

- (i) Your Committee is impressed that the economy of Rwanda is dominated by local investors, with only about 20 per cent foreign investment in the entire economy. This is as it should be. Your Committee observes that the opposite is the case in Zambia, with a significant portion of the economy in the hands of foreign investors. Arising from this, your Committee notes that although Zambia's GDP has continued to grow considerably over the past few years, this has not resulted in a significant reduction in poverty levels among the local people because they have been left out of the economic activity taking place in the country. In fact, most Zambians have been relegated to the position of unwilling spectators to the economic prosperity of their own country. Your Committee, convinced that the development of Zambia should be entirely in the hands of Zambians, implores the Government to take a leaf from the economic model adopted by the Government of Rwanda and strike a balance between the encouragement of foreign and local investors while emphasising inclusion of locals in the economy.
- (ii) Your Committee takes note of the fact that the Government of Rwanda does not entertain the practice of granting incentives to specific business operators, but rather offers sector-wide incentives, and even then, only after careful consideration of the macroeconomic benefits of such measures. It is also notable that such incentives are closely monitored and reversed or removed once they have achieved their purpose. Your Committee strongly recommends that the Zambian Government adopts a similar strategy in the granting of incentives to investors by identifying some strategic sectors for such support. Your Committee, in this regard, is of the view that the granting of incentives to individual operators merely promotes rent-seeking behaviour among business operators as well as Government officials who have the discretionary power to grant or refuse such incentives.
- (iii) The agriculture sector is the third largest contributor to foreign exchange earnings in Rwanda after tourism and mining. Because agriculture has the potential to contribute significantly to employment creation and poverty reduction, your Committee implores the Government to recommit itself to improving productivity and ensuring value addition of agricultural products in order to expedite the attainment of poverty reduction.
- (iv) Both the mining and agriculture sectors in Rwanda are dominated by small-scale producers. While artisanal miners are responsible for the production of all of Rwanda's mineral output, small-scale farmers produce both food crops and commercial crops such as tea, coffee and pyrethrum. Therefore, small-scale producers play a very pivotal role as regards the production of Rwanda's main food and export commodities. Your Committee, therefore, recommends that the Zambian Government works closely with small-scale producers in various sectors in order to exploit their potential and scope for growth. This strategy is also desirable because it will enable the Government to work directly with the less privileged members of the society who need the Government's support more than others. In this way, the Government would be contributing to poverty reduction in a very real way.

- (v) Producers in Rwanda were very well organised through the co-operative system and the Government can easily reach these producers with extension services, market information, inputs and other necessities. Your Committee wishes to advise the Zambian Government to support and promote a serious co-operative system in the country as it can be used as a channel for co-ordination of small holder activities.
- (vi) Your Committee observes that in Rwanda, value addition is recognised as a vital ingredient to the growth and development of the both the mining and agricultural sector in the country and as a way out of poverty for most of the small-scale rural producers. In this regard, your Committee wishes to strongly implore the Government to develop a serious programme to promote value addition to Zambian raw materials so as to enhance competitiveness of the products and attract higher earnings for the producers. Your Committee further recommends that the Zambian Government uses the co-operative system, once firmly established, to organise the small-scale producers into manufacturing hubs to enable them to access the necessary technology and technical know-how to add value to their products.

PART III – CONSIDERATION OF OUTSTANDING ASSURANCES

MINISTRY OF LOCAL GOVERNMENT AND HOUSING

06/10 – Completion of Building at Freedom Way and Katondo Street Junction

25. On 13th August, 2009, the Minister of Local Government and Housing assured the House as follows:

“Madam Speaker, it is the hope of our Ministry that the building will be completed within reasonable time and beauty added to the city”.

Your previous Committee had observed that the developer of the building had since secured funds to commence the re-development of the project. The previous Committee, therefore, resolved to request for a copy of the design and plan of the proposed development so as to appreciate how the parking lot would be positioned. A progress report was awaited on the matter.

It was learnt from the Action-Taken Report that, following the presentation before the Parliamentary Committee on Government Assurances on the completion of the building situated at Stand 141 at the junction of Freedom Way and Katondo Street in the Central Business District, Lusaka, the following actions had been taken:

The application to re-develop and convert the property from office use to Budget Hotel (Ref: 1495/2011) was finally approved on 8th March, 2012, by the Plans Works Development Committee and the application (Ref: 1495/2012) was ratified by a full Council meeting held on the 14th April, 2012. The Lusaka City Council, through the Office of the Director of City Planning, informed the developer about the Council's decision through a letter dated 20th March, 2012. Thus, planning permission to re-develop the structure on Stand 141 Central Business had officially been granted. Commencement of construction activities was currently being awaited.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests to be availed an update on the position of the parking lot at the site, as well as progress made on the construction works to date. Your Committee would further like to be availed a full schedule of activities for the project up to completion stage.

07/09 – Re-designing and Expansion of Roads

26. On 18th March, 2009, the Deputy Minister of Local Government and Housing made the following assurance on the Floor of the House:

“Mr Speaker, my Ministry has plans to assist not only the Lusaka City Council, but all authorities to redesign and expand road infrastructure, whose carriage capacity has been exceeded by the ever-increasing volume of motor vehicles.”

Your previous Committee had observed that the implementation of this assurance in terms of construction of ring roads had not yet commenced despite having been made in 2009. Your previous Committee had further observed that the volume of motor vehicles on the roads, especially in Lusaka, had kept increasing, thereby compounding the problem of the already congested roads. Your previous Committee, therefore, recommended that the Government should speed up the efforts being made to expand and decongest the roads.

In the Action-Taken Report, it was stated that in March, 2009, the JICA Study Team, on behalf of Lusaka City Council, concluded and compiled a Comprehensive Urban Development Plan for Lusaka City popularly referred to as the Master Plan. This was in response to the request made by the Government of the Republic of Zambia to the Japanese Government to conduct the "Study of the Comprehensive Urban Development Plan for the City of Lusaka in the Republic of Zambia." The projects and programmes for the Comprehensive Urban Development of Lusaka were the transportation network development, utility development, living environment improvement, social service upgrading, green network development, capacity development, and industrial promotion.

2.1. *Transportation Network Development*

Under the transportation network development (Urban Transportation) the priority programmes were as follows:

- Inner Ring Road (Mumbwa – Kafue – Kasama 12.7 km)
- Outer Ring Road + Lilayi Road (7.6 km)
- Lusaka South-Multi Facility Economic Zone (LS-MFEZ) Access (10.4 km)
- Airport Road Extension (LN-MFEZ, 6.4 km)
- Mumbwa Road/Los Angeles Road (4.0 km)
- Kalambo Road/Ben Bella Road (1.6 km)
- Bus Institutional Reform
- Traffic Management in Town
- Intersection Improvement (10 intersections)

2.2. *Inner Ring Road*

The first implementation phase of the Transportation Network Development involved the first Phase of the Inner Ring Road, from Kafue Road to Mosi-O-Tunya Road, then into the LS-MFEZ. The first phase equally captured the Ben Bella Road Extension through Chibolya to join Los Angeles Road. The Environmental Impact Assessment, Feasibility Study and detailed design

surveys were carried out in the period 2009 to 2011. JICA, in January, 2012 submitted the draft design drawings for the proposed Inner Ring Road - Phase 1 and for the proposed Ben Bella Road Extension to the Ministry of Local Government and Housing and the Lusaka City Council. These were reviewed and subsequently approved and in February, 2012 the final design drawings were forwarded to the Council.

The Ministry of Local Government and Housing in March, 2012, released a total of K30 billion to the Lusaka City Council for the payment of all affected properties within the road reserve as outright compensation. Demolitions commenced immediately and this exercise had since been completed. The road construction works were scheduled to commence in October, 2012, with the mobilisation of the contractor, who would be contracted by the Japanese Government through JICA.

2.3. Expansion of Existing Roads

Taking note of the increasing traffic in the City, the Lusaka City Council had, through the various road sector agencies and the Ministry of Local Government and Housing, put in place strategies to tackle the growing demand for wider roads. The most recent project had been the Lusaka Urban Road Rehabilitation Programme, popularly known as "Formula 1". Under the Formula 1 exercise, a number of intersections were being expanded to improve the traffic circulation.

In addition to the Formula 1 programme, the Council had, under the proposed L300 programme, which was currently under evaluation, captured several roads for expansion. The following were the roads earmarked for expansion:

- Burma Road
- Chilimbulu Road
- Thabo Mbeki Road
- Commonwealth Avenue
- Mumbwa Road
- Dedan Kimathi Road
- Independence Avenue
- Nationalist Road (inclusion of an emergency lane)

The L300 project was aimed at achieving the following:

- rehabilitation and construction of approximately 360 km of roads within the city;
- construction of ninety kilometres of walkways along selected roads;
- expansion of ten selected intersections;
- construction of nineteen bus bays; and
- the design and construction of an inter-changer along Cairo/Kafue Road at Kafue roundabout.

Your previous Committee also observed that the assurance was not limited to Lusaka, but to other cities that were experiencing challenges of traffic congestion on the roads. Your previous Committee, therefore, recommended that while the Government was addressing this problem in Lusaka, other cities should not be left out.

According to the Action-Taken Report, the Government had not yet developed an Urban Policy which would look into all facets, but there were plans to draw up an Urban Development Framework. Government had plans to embark on developing an urban policy in partnership with the United Nations Human Settlement Programme (UN-Habitat). Currently, programmes that were already in place were in line with the Integrated Development Plan which included

the following:

(i) *Integrated Development Planning*

In recent years, the Government had introduced the concept of integrated urban planning for towns and cities in Zambia. This programme involved preparation of Integrated Development Plans (IDPs) in local authorities in order to ensure orderly and sustainable development of human settlements. Most cities and towns in Zambia had no plans to guide development as the existing master plans were outdated, resulting in haphazard development. Integrated Development Plans were an improvement on the master plans which followed a blue-print and desk approach that did not ensure participation of the public in the plan preparation process. The IDPs were prepared in line with the *Town and Country Planning Act*, Cap 283 of the Laws of Zambia, which was in the process of being repealed into the Urban and Regional Planning Act.

The IDPs provided the framework for land use planning for development of commercial, residential, industrial, agricultural and other uses. They covered physical, infrastructural, social, economic and institutional needs, which were considered alongside existing and projected population needs. The plans required review every five years. The first such plan was the Livingstone Integrated Development Plan which was prepared by external consultants using funding under World Bank's SEED project. Currently, about twenty pilot IDPs were currently being prepared through the Ministry of Local Government and Housing using different models.

(ii) *Urban Renewal and Improvement of Unplanned Urban Settlements*

The Government had also embarked on upgrading of unplanned settlements (squatter upgrading) and urban renewal, to facilitate and improve the living environment of unplanned urban settlements. These were done in line with the *Statutory Housing and Improvement Areas Act*, which was in the process of being merged with the *Town and Country Planning Act*, into a new law to be called *Urban and Regional Planning Act*. The reason for the merger was the polarisation of formal settlements, which were regulated under the *Town and Country Planning Act*, on the one hand, and informal settlements regulated under the *Housing and Statutory Improvement Areas Act*, on the other hand. The legislation and regulations are expected to improve the methodologies of urban planning and development to meet the current urban development challenges facing Zambia's cities.

Integrated urban development was core to strengthening the contribution that cities and towns made towards economic growth, social development, and the alleviation of poverty. Moreover, it sought to develop and promote appropriate policies and tools for land management, infrastructure, municipal finance, and urban environment.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed an update on progress made towards the implementation of the Master Plan for Lusaka as well as that of the appropriate plans for other cities in order to redesign and expand road infrastructure.

33/09 – Improvement of Drainage in Kanyama Compound

27. On 13th October, 2009, the Honourable Minister of Local Government and Housing made the following assurance on the Floor of the House:

"Mr Speaker, it is true that the issue of lack of a drainage system in Kanyama is becoming perpetual and there is a need to have a long-term solution to this particular problem. The House will be interested to know that the Ministry is undertaking an exercise to look into what long-term solutions can be reached with regard to Kanyama."

Your previous Committee had observed that no reasons had been advanced to explain the Ministry's decision to terminate the contract with Pet Gib Contractors. Your previous Committee was concerned at the slow pace at which works to improve the drainage in Kanyama Compound were progressing. Your Committee, therefore, urged the Government to ensure that this matter was attended to before the onset of the rains, as it had become a source of waterborne diseases every year.

Whilst noting the new interventions being put in place by the Ministry, your previous Committee resolved to await a progress report on the matter.

In the Action-Taken Report, it was indicated that the heavy rainfall pattern experienced in the 2007-2008 rainy season resulted in the flooding of various parts of City of Lusaka, Kanyama Compound inclusive. Messrs PUSH was engaged to conduct a feasibility study of the flood-affected areas. The feasibility study involved the preparation of proposed drainage designs which would alleviate/reduce flooding in the flood affected areas.

With the findings of the feasibility study, the Ministry of Local Government and Housing, on behalf of Lusaka City Council, proceeded to procure the contract for the construction and improvement of the drainage system in Kanyama. Messrs Pet-Gib Limited was awarded the contract at a total contract sum of K9,861,425,640.00. The Contract was signed between the Council and Pet-Gib Limited on 6th November, 2009 and works commenced accordingly.

The contract was, however, terminated, citing the following contractual breaches. The contractor working behind schedule and failing to:

- complete work;
- obey instructions;
- submit material test results;
- submit revised design levels;
- pay workers; and
- facilitate for the smooth administration of the contract.

With the termination of the contract, the Council proceeded to quantify the actual works done and the actual materials available on site. This was done in order to ascertain the amount payable to the contractor against the advance payment (15% of the contract sum), which had been paid to the contractor and had not yet been fully recovered. The final payment certificate was prepared and presented for the contractor's endorsement. The contractor at this stage objected and opted to go to arbitration. The Council and the contractor's lawyers were yet to agree and finalise on the nomination of an arbitrator. Proposals had been made by both parties, with the Council having recently written to the contractor's lawyers, who were yet to respond. The process was currently pending.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to place on record its serious concern over the inordinate delays in concluding the arbitration process. Your Committee, further, requests that an update be provided to them on the resolution of the conflict between the Council and the contractor. In the meantime, your Committee strongly recommends that the Government takes immediate

measures to ensure that the drainage system in Kanyama is improved in the long term.

45/07 – Upgrading of Misisi Compound in Lusaka

28. The Honourable Deputy Minister of Local Government and Housing on 7th August, 2007, assured the House as follows:

"Mr Speaker, I wish to inform this August House that the larger part of Misisi Compound will not be demolished, but instead, will be upgraded. My Ministry, through the Lusaka City Council, has already started an upgrading programme for Misisi Compound that is expected to commence before the end of the year."

Your previous Committee had observed that the current budget ceiling had inhibited the Government from commencing the implementation of the squatter settlement upgrading programme and further, observed that the Government, with the support of international stakeholders, was developing the participatory slum upgrading programme in Lusaka, Kitwe, Ndola and Livingstone.

In light of the above observations, your previous Committee had recommended that the Government source adequate resources to implement this assurance, considering that from 2007 when the assurance was made, not much had been done. Your previous Committee resolved to await a progress report as the interventions being put in place by the Government were still at preliminary stages.

It was stated in the Action-Taken Report that the upgrading process of the compound was based on the concept initiated by the Ministry of Local Government and Housing through the National Housing Authority where it was proposed to build high-rise residential flats in which the residents of the compound could be resettled. In this project, about 50,000 squatters who were currently occupying about 230 hectares of prime land would be grouped and re-housed in multi-storey accommodation, complete with requisite amenities on forty hectares. This would free 190 hectares of this prime land for commercial and industrial use. The free land would be serviced and sold on the open market to service the concessionary loan that would be applied for from the co-operating partners. Originally, the Bank of China was earmarked to finance the project.

There had been no progress since the last report was made in Parliament. However, part of the compound had been ceded to the 300 metre zone on Kafue Road being managed by the Ministry of Local Government and Housing under the Department of Physical Planning and Housing. In the zone, investors that were interested in commercial ventures were made to compensate the affected residents in exchange for the land they occupied. This had contributed to the commercial developments that had emerged on the Misisi Compound side of Kafue Road. Going forward, the Ministry of Local Government and Housing, Lusaka City Council and National Housing Authority would have to work out modalities of putting in place a special purpose vehicle to make the project feasible.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the Upgrading of Misisi Compound in accordance with the proposal alluded to in the Action-Taken Report.

01/07 – Devolution of Functions to Local Authorities

29. On 30th November, 2007, the Honourable Minister of Local Government and Housing assured the House as follows:

"Mr Speaker, ... it is important that we decentralise some of the functions to the local authorities and the communities so that they can undertake such jobs as supervising contractors in an effective manner."

Your previous Committee had observed that the devolution process had been in the preliminary stages for the last five years and urged the Government to show more commitment to devolving of functions to the local authorities as was assured. Your Committee had resolved to await a progress report on the matter.

It was stated in the Action-Taken Report that, according to the Sixth National Development Plan, eleven functions had been identified to be devolved to councils during the MTEF period 2012-2014; four to be devolved in 2012, another four in 2013 and the remaining three in 2014. Following changes in the policy environment, the commencement date had been slated for 2013. The key precondition for implementation of the devolution process was the development of Sector Devolution Plans by affected Ministries and approval of these plans by Cabinet. The current status on development of Devolution Plans was that five plans had reached an advanced stage. The finalisation of the plans was awaiting the formal completion of the reclassification of functions of some affected Ministries such as the Ministry of Community Development, Mother and Child Health, following their reconfiguration. This was expected to facilitate the effecting of the devolution of at last two of the targeted four functions in 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to express serious dismay at the inordinate delay in fulfilling this assurance. Your Committee implores the Government to renew its commitment to the decentralisation process and requests a progress report on the level of devolution achieved so far. In particular, your Committee wishes to be availed information as regards whether the function of supervising contractors has since been devolved to local authorities and communities.

MINISTRY OF EDUCATION, SCIENCE, VOCATIONAL TRAINING AND EARLY EDUCATION

14/07 – Education for the Vulnerable and Physically Challenged

30. On 23rd September, 2009, the Honourable Minister of Education made the following assurance on the Floor of the House:

"Mr Speaker, currently, we are working on plans to provide in each province a centre of excellence. This centre will be a school for special education needs which will cater for various disabilities."

Your previous Committee had noted that works to construct the Centre of Excellence at Munali were reported to have commenced and resolved to await a progress report on the matter.

It was noted in the Action-Taken Report that the progress on construction works at Munali Centre of Excellence was as follows:

- **Classroom Area** – Sub-structure works were in progress i.e. from excavations to slab casting;
- **Teachers/Ancillary Staff Houses** – this was at lintel level; and
- **Fencing** – these works were at 90 per cent level and about to be completed.

The contract started on 30th December, 2011, and was expected to be completed on 30th June, 2014.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes the progress made on construction works at Munali Centre for Excellence, but seeks a further progress report with regard to completion of the works. Your Committee also wishes to be availed an update on the establishment of such Centres for Excellence in each province as indicated in the assurance.

14/10 – Mitigating Shortage of Mathematics and Science Teachers

31. On 13th July, 2010, the Honourable Deputy Minister of Education assured the House as follows:

"In order to address the shortage of science and mathematics teachers, the Ministry is constructing the Mulakupikwa College of Science and Mathematics. I also want to inform the House that we are upgrading Nkrumah Teachers' Training College so that we can train more science teachers. At the same time, the CBU has started a programme of training teachers of science and mathematics."

Your previous Committee had noted that a number of institutions were offering Mathematics and Science in an effort to mitigate the shortages of teachers. Your Committee had also observed that construction of infrastructure at Mulakupikwa College of Education for Science and Mathematics was expected to be completed by September, 2012. For this reason, your Committee resolved to await a progress report on the matter.

In the Action-Taken Report, it was stated that progress on construction works at Mulakupikwa College as at July, 2012, was as outlined below.

- (i) Four lecture rooms were at an advanced level. Roofing and plastering was in progress.
- (ii) Four hostels had also reached an advanced level. Roofing and plastering was in progress.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests an update on the progress made towards completion of the works at Mulakupikwa College of Education.

15/10 – Construction of a Girls' Secondary School in Mongu

32. On 14th July, 2010, the Deputy Minister of Education made the following assurance:

"Mr Speaker, the Ministry of Education is constructing Nakanyaa Girls' Technical Boarding High School in Mongu. The School is expected to be completed by 2011 and will enroll 408 students from Grade 10 to Grade 12."

Your previous Committee noted that the assurance was to complete the school in 2011 and not 2012, as submitted by the Permanent Secretary. It was observed, however, that construction of the school had been completed, with only the sewer system remaining. Your Committee was concerned about the bad state of the access road leading to the school, which could have been avoided had the office of the local education team been involved in the procurement processes from the beginning. In view of the foregoing, your Committee urged the Government to improve the state of the road leading to the school as well as quickly complete the construction of the sewer lines, since the assurance was already one year behind schedule.

It was stated in the Action-Taken Report that construction of Nakanyaa Girls' Technical Boarding High School had reached an advanced stage and the contractor was working on finishes on all buildings. The project could not be completed in 2011 due to financial challenges on the part of the Government. The contractor was currently executing external works that included water, sewer and electrical reticulation. The external works were expected to be completed by the end of the year 2012. The Road Development Agency had also included, in its plans, the programme to construct the road from Namushakende to Nakanyaa. It was envisaged that the new road would provide easy access to the school site.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests an update on the completion of the remaining works at the school as well as a progress report on the construction of the road from Namushekende to Nakanyaa.

MINISTRY OF LANDS, NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION

13/09 – Averting Delays in Issuance of Certificates of Title

33. On 17th July, 2009, the following assurance was made on the Floor of the House by the Honourable Minister of Lands:

“However, it is important that the time limit for the issuance of these titles is minimised so that we do not have too many people queuing up. We are looking at that and soon you will see a big change in this regard.”

Your previous Committee had observed that the issue of filling vacancies in the customer service centre had dragged on for a while now, although it was currently at Cabinet Office awaiting approval. In this regard, your Committee noted that the issue of averting delays in the issuance of Certificates of Title was yet to be resolved and urged the Ministry to seriously consider other short-term measures to address the inherent delays associated with the processing of title deeds and other land documents while awaiting the approval and implementation of the proposed new organisational structure. Your Committee awaited a progress report on the matter.

It was reported in the Action-Taken Report that, as the Government awaited the approval of the proposed organisational structure, it had taken short-term measures of taking some officers from the back office to the customer service centre. This move had helped furnish clients with information regarding issuance of title deeds, as the Land Survey, and Lands and Deeds Departments were all represented in the centre.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed an update as regards the measures being taken by the Government to comprehensively deal with the issue of delays in issuance of Certificates of Title.

05/10 – Issuance of ZCCM Title Deeds

34. On Wednesday, 5th August, 2009, the Honourable Minister of Lands assured the House as follows:

"Mr Speaker, we will ensure that ZCCM-IH pushes the lodgments as soon as possible."

Your previous Committee had observed that the delays in processing of the ZCCM Title Deeds were occasioned by the slow pace at which the ZCCM-IH availed relevant documents to the Ministry. Your Committee had, therefore, urged the ZCCM-IH to speed up the process of submitting documents to the Ministry, so that the Ministry could, in turn, process Title Deeds in time. Your Committee resolved to await a progress report on the matter.

An update in the Action-Taken Report indicated that in the last progress report, the Government reported that, out of a total 23,704 documents lodged by the ZCCM-IH, the Government had processed a total of 21,402. The Government was pleased to report that between 30th November, 2011 and 10th July, 2012, it had processed an additional 2,000 documents out of a total of 25,551 lodged by the ZCCM-IH. The Government would continue working hard so that all the ZCCM Title Deeds could be processed in good time.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed an update on the completion of the process of issuance of the ZCCM Title Deeds.

MINISTRY OF TRANSPORT, WORKS, SUPPLY AND COMMUNICATIONS

05/09 – Conversion of Lusaka International Airport into Air Cargo Hub

35. On 11th March, 2009, the Honourable Minister of Transport, Works, Supply and Communications made the following assurance on the Floor of the House:

"Mr Speaker, there are also plans to turn Lusaka International Airport into an air cargo hub to cater for the anticipated traffic from the economic zones."

Your previous Committee had observed that there was no infrastructure development yet at Kenneth Kaunda International Airport, contrary to what was assured. Your previous Committee had further observed that in the sub-Saharan African region, Zambia had one of the least developed airports, which gave a very poor reflection of the country's economy to visitors coming from abroad. Your Committee urged the Government to urgently commence the implementation of this assurance in view of the increase in the number of airlines that had started landing at the Airport.

In response, it was indicated in the Action-Taken Report that the Government's intention was to turn Kenneth Kaunda International Airport (formerly known as Lusaka International Airport) into an Air Cargo Hub. This was part of the aviation master plan which was currently being implemented. The creation of an Air Cargo Hub and the construction of related infrastructure had been floated to the consortiums that had been shortlisted to finance the upgrading of the following airports: Kenneth Kaunda International Airport, Simon Mwansa Kapwepwe International Airport and Mfuwe International Airport

Your previous Committee further observed that the Government had previously provided it with a master plan of the proposed infrastructure development which, to date, had not yet been implemented. Your Committee, therefore, resolved to await a progress report on the matter.

In response, it was stated in the Action-Taken Report that the Government had begun implementing the master plan. The implementation of the master plan began with the construction of the terminal building at Harry Mwaanga Nkumbula International Airport.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the creation of an Air Cargo Hub at Kenneth Kaunda International Airport, formerly Lusaka International Airport.

18/04 – Kasempa Turn-Off-Zambezi-Chavuma Road

36. On 16th July, 2004, the Honourable Deputy Minister of Finance and National Planning made the following assurance on the Floor of the House:

"The estimated total cost of the Kasempa Turn-off/Zambezi/Chavuma Road is US\$80 million, which is approximately K383 billion. Efforts are being made to seek support from co-operating partners."

Your previous Committee noted that from 2004 when the assurance was made to date, the Kasempa-Zambezi-Chavuma Road had not yet been completed. Your previous Committee urged the Government to double its efforts to complete the road within the 2012 Annual Work Plan and submit a progress report on the matter.

The update in the Action-Taken Report indicated that there were currently four separate contracts on the road from Kasempa turn-off to Zambezi to Chavuma, covering a total length of 451 km. The section from Kasempa Turn-Off to Kabompo was being financed by the Government of the Republic of Zambia while the remaining length of the road was being financed by a loan from the Development Bank of South Africa. The progress achieved on each section of the road was as indicated below:

(i) Kasempa to Kabompo (222 km)

This section of the road was under contract to Messrs Belga Construction at total cost of US\$80 million. The contractor had so far completed 207 km of the upgrading of the road to bituminous standard from Kasempa Turn-Off to Manyinga out of a total contract length of 222 km. The remaining length of the road would be completed by the end of 2012.

(ii) Kabompo to Mumbezhi (69 km)

This section of the road was awarded to Messrs China New Era International Engineering Corporation for a total contract sum of K93.4 billion. The works commenced on 22nd June, 2012, with a duration of twenty-four months. The project was being supervised by Messrs East Consult Limited in association with BNC Consulting. The project was substantially complete by 19th July, 2012, with 69 km of the road surfaced so far. The road had been opened up to traffic. The only outstanding works were the ancillary works and correction of minor defects.

(iii) Mumbezhi to Zambezi (75 km)

This section of the road was awarded to Messrs China Geo Engineering Corporation at a total contract sum of ZMK89.8 billion. The works commenced on 22nd June, 2012, with a duration of twenty-four months. The project was being supervised by Messrs East Consult Limited in association with BNC Consulting. The project was substantially completed by 19th July, 2012.

(iv) Zambezi to Chavuma (85 km)

This section of the road was awarded to Messrs Steffanuti Stocks Roads and Earthworks at a total contract sum of ZMK108 billion. The project was being supervised by Messrs East Consult

Limited in association with BNC Consulting. The contractor had only completed 46 km out of a total of 85 km. The project was expected to be completed by the end of July, 2013.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on the completion of works on the entire 451 km road as indicated in the assurance.

12/09 – Lusaka-Chipata (Great East Road)

37. On 27th February, 2009, the Honourable Minister of Transport, Works, Supply and Communications assured the House as follows:

"I wish to confirm to this August House that this particular project will receive my Ministry's immediate review and-at a later date, I will be able to come back to this House and give you the action taken so far."

Your previous Committee had observed that the Government had secured funding for the road, but actual rehabilitation was yet to commence. Your Committee had also observed that the Great East Road was a very important road to the growth of commerce and industry in the Eastern Province as it was a strategic gateway to Malawi and Mozambique. Your Committee had, therefore, urged the Government to ensure that the works, as assured, should commence in earnest before the end of the year 2012. A progress report was awaited on the matter.

In response, it was stated in the Action-Taken Report that the Government of the Republic of Zambia had secured financing from the African Development Bank (AfDB), European Investment Bank, European Development Fund and the French Development Agency for the rehabilitation of the Great East Road from Luangwa to Mwami Border. The EDF/EIB/AFD would finance the section from Luangwa to Nyimba and the section from Sinda to Mutenguleni to Mwami Border while the AfDB would finance the section from Nyimba to Sinda. The works on the section from Nyimba to Sinda were scheduled to commence in March, 2013, (AfDB) while works on the section from Luangwa to Nyimba and Sinda to Mutenguleni to Mwami Border (EDF/EIB/AFD) were scheduled to commence mid-May, 2013, after the procurement process was completed.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee resolves to request a progress report on the rehabilitation of the Great East Road.

06/97 – Luampa-Machile Road

38. On 1st October, 1997, the Honourable Minister of Transport, Works, Supply and Communications assured the House that:

"Tenders for the Luampa-Machile Road are being processed and that works on the road would cover Luampa, Machile, Mulobezi and Sesheke."

Your previous Committee had observed with disappointment that this assurance had not been attended to adequately since 1997. Other assurances on road rehabilitation and construction that were made later than this assurance were being attended to and nearing completion. Your Committee had, therefore, recommended that the road be included in the 2013 Annual Work Plan and that if the Government had failed to work on it, the assurance be withdrawn formally on the Floor of the House. Your Committee resolved to await a progress report on the matter.

It was stated in the Action-Taken Report that the Government, through the Road Development Agency (RDA), would consider the inclusion of the Luampa-Machile Road in the 2013 Annual Work Plan (AWP). This, however, would be subject to the availability of adequate funding in the 2013 Budget.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee is dissatisfied over the failure by the Government to implement this assurance after such a long time. Your Committee, therefore, seeks a progress report on the inclusion of the Luampa-Machile Road in the Annual Work Plan of the RDA.

63/97 – Chama-Matumbo Bridge

39. The Honourable Minister of Transport, Works, Supply and Communications made the following undertaking on the Floor of the House on 18th November, 1997:

"Mr Speaker, the construction of this important bridge over the Luangwa River has been put under ROADSIP programme of work for 1998. Work on the same bridge will only commence as soon as funds are made available for the particular job in question."

Your previous Committee had observed that, just like in the case of the assurance to construct the Luampa-Machile Road, this assurance had equally been neglected. Your Committee had, further, observed that the Ministry had completely failed to plan for this project for the past fifteen years. Your Committee had, therefore, urged the Government to ensure that the project was included in the 2013 Annual Work Plan as assured by the Permanent Secretary and resolved to await a progress report on the matter.

In an update in the Action-Taken Report, it was stated that the works for the upgrading of the Chama-Matumbo Bridge were expected to commence in the fourth quarter of the year 2012, as the Ministry was awaiting the clearance of the contract documents from the Attorney-General. The works on the bridge would commence in the 2nd quarter of 2013.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee is disappointed over the unwarranted delays in fulfilling this assurance and wishes to be availed a progress report on its full implementation.

07/01 – Mansa-Luwingu-Kasama Road

40. The Honourable Minister of Transport, Works, Supply and Communications assured the House on 6th March, 2001, as follows:

"Mr Speaker, tarring the 340 km Mansa-Luwingu-Kasama Road to class 1 bitumen standard starts this year, 2001, shortly after the rainy season ends. The design and the tender documentation have been fully completed. The estimated cost for the construction is US\$70 million and so far, the Government has sourced K5 billion for the project to get started."

Your previous Committee had observed that the upgrading of the Mansa-Luwingu Road had lagged behind for over eight years and only a feasibility study had been budgeted for in the 2012 Annual Work Plan. Your Committee was greatly disappointed about the slow pace at which the assurance was being implemented, considering that at the time the assurance was made, the Government emphatically stated that the designs and tender documents were fully

completed. For this reason, your Committee urged the Government to prioritise this road in 2013 and ensure that it was constructed without fail and to submit a progress report on the matter.

In response, it was indicated in the Action-Taken Report that the Government, through the Zambia Public Procurement Authority, had granted the Road Development Agency a waiver to single source China Henan International Corporation Company Limited to design and build the road from Mansa to Luwingu. The project would receive financing from the China Development Bank. The bidding documents would be issued to the contractor as soon as the tender procedures were completed. The works were expected to commence before the end of 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the construction of this road.

18/02 – Chipata-Chadiza Road

41. On 15th August, 2002, the Honourable Deputy Minister of Transport, Works, Supply and Communications informed the House that:

"The road from Chipata to Chadiza will receive heavy grading this year, using funds from the Poverty Reduction Programme. The procurement of works is in place and works will commence soon."

Your previous Committee had observed that just like in the case of the Mansa-Luwingu Road, implementation of this project had also been neglected, with only a feasibility study budgeted for in the 2012 Annual Work Plan. Your Committee, therefore, urged the Ministry to equally prioritise this road in 2013. A progress report was awaited on the matter.

In response, it was stated in the Action-Taken Report that the Government, through the Road Development Agency, would ensure that the Chipata-Chadiza Road was prioritised in the 2013 Annual Work Plan.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee is disappointed over the delays in implementing the assurance and requests a progress report on the matter.

12/03 – Chiengi-Kaputa Road

42. On 4th November, 2003, the Honourable Deputy Minister of Transport, Works, Supply and Communications made the following assurance:

"Maintenance of the Road between Chiengi and Kaputa has been included in the 2004 Budget."

Your previous Committee had observed that works were yet to commence on the project. It noted that only a feasibility study would be undertaken in the 2012 Annual Work Plan. Your Committee had urged the Government to consider beginning the construction of the road in 2013, so that there was little or no time lapse between the feasibility study and the commencement of the works. A progress report was awaited on the matter.

An update in the Action-Taken Report indicated that the Government, through the Road Development Agency, would ensure that the road from Nchelenge-Chiengi-Kaputa was prioritised in the 2013 Annual Work Plan.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on the Chiengi-Kaputa Road Project.

28/02 – Lundazi-Chipata Road

43. On 26th November, 2002, the Honourable Minister of Transport, Works, Supply and Communications made the following assurance to the House:

"I am also concerned about this. I am discussing the matter with the Honourable Minister of Finance and National Planning to ensure that we find money, for the time being, to patch up the road before the onset of the rains. However, this road will certainly be worked on next year."

Your previous Committee had noted that implementation of the remaining part of the project commenced on 11th January, 2011, despite the assurance having been made in 2002. Your Committee had observed that the works would be completed in January, 2013, although only 7 km out of 91 km had so far been worked on. In the circumstances, your Committee resolved to await a progress report on the matter.

In response, it was stated in the Action-Taken Report that the Government had noted the delays in the implementation of this contract and had, through the Road Development Agency, directed the contractor to accelerate the rehabilitation works. In addition, the Road Development Agency in collaboration with the Ministry of Transport, Works, Supply and Communications was conducting an inspection of this road and would make a final recommendation on the way forward. The completion date still remained 11th January, 2013 although the contractor had only completed about 11 km as of July, 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests an update on the completion of the works on the road.

05/03 – Mwami Turn Off-Mwami Hospital Road

44. On 15th August, 2003, the Honourable Minister of Transport, Works, Supply and Communications assured the House as follows:

"The Mwami Turn-Off Road and Mwami Hospital Road will be rehabilitated under the HIPC funds by Chipata Municipal Council. They may have hopefully started at the month-end of July, this year."

Your previous Committee had observed that works on this road would only commence by the end of 2012, despite the assurance being made nine years ago and urged the Government to attach importance to the fulfillment of assurances made on the Floor of the House. A progress report was awaited on this matter.

In response, it was stated in the Action-Taken Report that the Government, through the Road Development Agency, would prioritise this section of the road together with the Chipata to Vubwi Road in the 2013 Annual Work Plan and Budget.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests an update on progress made so far towards rehabilitation of the Mwami turn-off-Mwami Hospital Road as assured.

11/03 – Chipata-Mfuwe Road

45. The Honourable Minister made the following assurance on 7th August 2003:

"The Malambo Road is on the list of those roads to be tarred when the money is available and we are looking for a donor to tar that road, but not Vubwi."

Your previous Committee had observed that this was another project which had taken too long to be completed and further observed that works were in progress and completion was set for April, 2013. Your Committee resolved to await a progress report on the matter.

In an update in the Action-Taken Report, it was stated that the upgrading of approximately 104 km of Road D104/D791 Chipata to Mfuwe was awarded to Messrs Sable Transport Limited on 29th December, 2009 and the contract completion date was 21st July, 2013. The contractor had covered about 45 km of the total stretch representing 43 per cent of the total works. The project was behind schedule by thirteen months, but the consultant had submitted a turnaround programme so as to catch up on the lost time. In addition, the Road Development Agency, in collaboration with the Ministry of Transport, Works, Supply and Communications, was conducting an inspection of this road and would make a final recommendation of the way forward before the end of 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee, is, once again, dismayed at the inordinate delays in fulfilling this assurance and requests a progress report on the completion of the works.

28/03 – Mutanda-Mwinilunga Road

46. On 20th July, 2004, the Honourable Minister of Transport, Works, Supply and Communications assured the House as follows:

"Mr Speaker, the Ministry intends to carry out periodic maintenance of the road between Mwinilunga and Mutanda."

Your previous Committee had observed that the contract to construct the Mutanda-Mwinilunga Road had been terminated after completion of 162 km due to lack of funds. Your previous Committee had urged the Government to quickly source some funds and complete the remaining portion of the road. A progress report was awaited on the matter.

It was indicated in the Action-Taken Report that the Government noted the recommendation of your Committee and, through the Road Development Agency, would prioritise the periodic maintenance of the Mutanda to Mwinilunga Road in the 2013 Annual Work Plan.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the matter.

22/08 – Rehabilitation of the D56 Kasama-Safwa-Chinsali Road

47. On 13th March, 2008, the Honourable Deputy Minister of Works and Supply assured the House as follows:

"Mr Speaker, I wish to inform the House that the Ministry has immediate plans to upgrade the existing Kasama-Safwa-Chinsali Road to bitumen standard."

Your previous Committee had observed that the assurance on the Kasama-Safwa-Chinsali Road was to upgrade it to a bituminous road and not to merely give it periodic maintenance and had recommended that the road be worked on in accordance with what was assured on the Floor of the House. A progress report was awaited on the matter.

It was stated in the Action-Taken Report that the Government had taken note of your Committee's recommendation, and the Government, through the Road Development Agency, would prioritise the upgrading of the D56 Kasama-Safwa-Chinsali Road in the 2013 Annual Work Plan. This, however, was subject to the availability of adequate funding.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee reiterates the need for the Government to fulfil the assurance as made on the Floor of the House. Therefore, your Committee requests a progress report on the upgrading of the road to bituminous standard.

34/09 – Completion of Mongu-Kalabo Road

48. On the 25th September, 2009, the Minister of Works and Supply made the following assurance on the Floor of the House:

"It has been the intention of the Ministry to alleviate the difficulties being faced in travelling by the people between Mongu and Kalabo. The Ministry is still desirous to complete the project."

Your previous Committee had observed that works on the Mongu-Kalabo Road were in progress and would be completed by 2016, despite the stretch being only about 35 km. Your Committee had resolved to await a progress report on the matter.

In the Action-Taken Report, it was stated that the completion date for the construction of the Mongu to Kalabo still remained March, 2016. The contractor had partially completed about 15 km in earth works up to pavement layer. The deck pre-casting factory was complete and twenty five piles out of 100 piles had so far been completed.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on the matter of the completion of the Mongu-Kalabo Road.

02/10 – Rehabilitation of Mungwi Road

49. On 12th August, 2009, the Deputy Minister of Works and Supply made the following assurance on the Floor of the House:

"Madam Speaker, the Ministry of Works and Supply, through the Road Development Agency, has plans to rehabilitate the existing Mungwi Road to link it to the Lusaka-Mongu Road at Situmbeko as part of the ring road network around Lusaka."

Your previous Committee had observed that funds to rehabilitate the road were still unavailable, two years after the assurance was made. Your Committee had urged the Ministry to ensure that the road was included in the 2013 Annual Work Plan so that the assurance could be attended to. A progress report was awaited on the matter.

By way of update, the Action-Taken Report indicated that the Government had taken note of your Committee's recommendation. The Ministry of Transport, Works, Supply and Communications, through the Road Development Agency, would prioritise the rehabilitation of the existing Mungwi Road to link it to the Lusaka-Mongu Road at Situmbeko as part of the ring road network around Lusaka in the 2013 Annual Work Plan.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on the rehabilitation of Mungwi Road.

17/10 – Rehabilitation of the Chibalashi Bridge

50. On 16th July, 2010, the Deputy Minister of Works and Supply assured the House as follows:

"Mr Speaker, the Ministry, through the Road Development Agency, has immediate plans to carry out the rehabilitation of the Chibalashi Bridge on the Munganga - Kawambwa Road."

Your previous Committee had observed that funds for the rehabilitation of the bridge had been set aside. However, the draft contract to sanction the works was still awaiting clearance by the Attorney-General's Chambers. Your Committee had urged the Office of the Attorney-General to expeditiously consider the contract so that works on the Chibalashi Bridge could commence sooner rather than later.

In response, it was stated in the Action-Taken Report that the contract for the construction of the Chibalashi Bridge was awarded to Paumwaka General Dealers at a total contract sum of K2,670,706,280.00. The contractor had mobilised and works commenced on 1st August, 2012. The works were expected to be completed by January, 2013.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the completion of the works on the Chibalashi bridge.

23/10 – Tarring of Lukulu-Katunda Road

51. On 30th June, 2010, the Deputy Minister of Works and Supply assured the House as follows:

"Mr Speaker, the Ministry through the RDA, has plans to upgrade the existing Katunda/Lukulu Road to bitumen standard."

Your previous Committee had observed that funds had been set aside for a feasibility study to be undertaken in 2012 and urged the Government to include the construction of the road in the 2013 Annual Work Plan so that there was little or no lapse of time between the feasibility study

and the actual construction of the road. Your Committee had resolved to await a progress report on the matter.

It was stated in the Action-Taken Report that the Government, through the Ministry of Transport, Works Supply and Communications and the Road Development Agency, prioritised the detailed engineering designs for the upgrading of the Lukulu to Katunda Road in the 2012 Annual Work Plan and Budget.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on the upgrading of the Lukulu-Katunda Road to bitumen standard.

28/10 – Upgrading of Solwezi Aerodrome into an Airport

52. On 29th June, 2010, the Minister of Works and Supply assured the House as follows:

"Mr Speaker, the Government is already developing the Solwezi aerodrome into a modern airport. Consultants have completed the designs for the new runway and apron that will be capable of handling the size of a Boeing 737."

Your previous Committee had observed that works were on-going and, therefore, resolved to await a progress report.

In the Action-Taken Report, it was reported that the Solwezi Aerodrome runway was being upgraded to a length of 3 km by First Quantum Minerals as part of its corporate social responsibility. The project was expected to be completed in October, 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the upgrading of the aerodrome into a modern airport in accordance with the assurance.

09/10 – Rehabilitation of Mukabi-Musalongo Road in Chipili Constituency

53. Your previous Committee was informed that the Ministry of Transport, Works, Supply and Communications, through the Road Development Agency, had set aside K80 billion in the 2012 Annual Work Plan for the construction and maintenance of feeder roads throughout the districts in the country. Among the roads prioritised in Mwense District was the rehabilitation of 15 km of the Mukabi-Musalongo Road. Although there was a need to rehabilitate the stretch from Mukabi via Fisaka to Musalongo, this was not possible due to budgetary constraints.

Your previous Committee had noted that the Government would endeavour to rehabilitate the road, although no specific time-frame had been proposed as to when this would be done. Your Committee had urged the Ministry to take this assurance seriously, especially that the road in question had not been maintained for a long time and resolved to await a progress report on the matter.

In an update in the Action-Taken Report, it was reported that the Government had taken note of your Committee's recommendation. The Government, through the Road Development Agency, would prioritise the rehabilitation of Mukubi-Mushango Road in Chipili Constituency in the 2013 Annual Work Plan. This, however, was subject to the availability of funds.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee seeks a progress report on the fulfillment of this assurance, relating to the rehabilitation of the Mukabi-Musalongo Road.

MINISTRY OF HOME AFFAIRS

32/06 – Developing a Border Control Computerised System throughout the Country

54. On 28th February, 2006, the Honourable Minister of Home Affairs made the following assurance on the Floor of the House:

"The Department is in the process of developing a border control computerised system aimed at enhancing and monitoring of movement of persons. As a pilot project, the Lusaka International Airport is being computerised with the assistance of the International Organisation for Migration."

Your Committee had observed that despite the assurance having been made six years ago, the system was yet to be rolled out to most land borders and in particular Sesheke. Your Committee had recommended that the Government takes this matter seriously and begins to implement it. Your Committee had also observed that the ZIMS would only be installed at Sesheke border once the new building was commissioned and, displeased at the fact that the new border facility had not been opened to the public despite construction having largely been completed in 2009, urged the Government to quickly source the K5 billion required to complete the remaining works at the border facility. Your Committee had resolved to await a progress report on the matter.

In an update, it was indicated in the Action-Taken Report that the Government, in 2006, with the assistance of the Zambia Threshold Project under the Millennium Challenge Corporation of the United States Agency for International Development, embarked on an on-going computerisation programme of the Immigration Department aimed at removing administration barriers in facilitation of business entries as well as semi-issuance in a bid to enhance efficiency in the Department's operations.

The pinnacle of the computerisation process was the computerisation of a visa and permit approval system, through the Zambia Immigration Management System, which was piloted at Kenneth Kaunda International Airport, Harry Mwaanga Nkumbula International Airport, Victoria Falls and Chirundu Border Posts.

The Immigration Department, in its quest to improve operations, had proposed the use of a far more advanced immigration system called the new ZIMS which provided an alternative to document processing.

Sesheke Border

Sesheke Border was among the major land borders earmarked for installation of the New-Zambia Immigration Management System and this would only be done once the new building was commissioned. The installation of the new ZIMS had not yet been done at Sesheke Border due to non-completion of the immigration building as the K5 billion which the Ministry of Finance was expected to release had not yet been availed to the Immigration Department for the execution of the project. The Ministry of Home Affairs would ensure that the building was completed once the Ministry of Finance released funds for the project.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to express its displeasure with regard to the failure by the Government to fulfil this assurance relating to the development of a border control computerised system which has had serious security implications as Zambia's capacity to monitor movement of persons through the various entry points remains poor. Therefore, your Committee requests a progress report on the installation of the border control system at all entry points countrywide and at Sesheke in particular.

22/10 – Construction of a Police Station and Houses in Kaoma District

55. On 30th June, 2010, the Deputy Minister made the following assurance on the Floor of the House:

"Mr Speaker, I wish to inform the House that the Government has incorporated into the Sixth National Development Plan a component to construct an appropriate building for a police station and sixty houses for police officers in Kaoma District."

Your previous Committee had observed that the K9 billion budgeted for infrastructure development for the entire Ministry of Home Affairs was a mockery and could not reasonably be expected to be used by the whole Ministry to make any meaningful infrastructure development. It was, further, observed that the need for a modern police station and houses at Kaoma could not be over emphasised, given the challenges that the Police command was experiencing due to the lack of proper infrastructure. Your Committee had, therefore, recommended that the Government as a matter of urgency, addresses the challenges highlighted, in order to enable the officers to police the citizens of Kaoma adequately. Your Committee had further recommended an increase in the budgetary allocation for infrastructure development, so as to address some of the operational challenges being experienced by the Police in Kaoma District.

It was indicated in the Action-Taken Report that the intentions to build a police station and sixty houses for police officers in Kaoma District still stood. However, resources were not yet available to undertake the two important projects. The Government was considering increasing the budgetary allocation for infrastructure development in order to facilitate the construction of a police station and houses for the Zambia Police in Kaoma District.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes with serious concern that there has been no progress made towards fulfilling this assurance, on construction of a Police Station and houses in Kaoma District and in light of the seriousness of the subject, implores the Government to consider it as a matter of urgency and to clearly specify a time-frame within which the assurance will be fulfilled. Your Committee will await a progress report on the matter.

25/10 – Construction of Houses for Emusa Sub-Centre Police Post in Chasefu Constituency

56. On 2nd July, 2010, the Deputy Minister of Home Affairs made the following assurance on the Floor of the House:

"Mr Speaker, I wish to inform the House that the police post will be opened as soon as the necessary logistics are available for constructing a minimum of three houses for the officers, including providing water supply to the police post."

Your previous Committee had observed that the necessary logistics to construct houses for Emusa Police Post were still not in place; thus, the Ministry may, in the interim, rent houses for police officers. It had also observed that water supply had not yet been provided to the police post due to lack of funds. Your Committee had urged the Government to take matters of security seriously by urgently putting measures in place to open the police post for the benefit of the people of Chasesfu.

It was reported in the Action-Taken Report that the Government would open the police post after renovations were done to the building at Emusa Centre. Officers who were currently operating from the old police post which once served as a post office would be relocated to the new police post once it was officially opened. Emusa Centre Police Post had no water. Police High Command was working on a plan to urgently drill a borehole at the police post as this was a pre-requisite for the opening of the post. It was anticipated that both the renovations and the borehole would be ready before the end of 2013.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the matter.

MINISTRY OF FINANCE AND NATIONAL PLANNING

06/10 – Delay in payment of Retiree Benefits and Payment of Pension Arrears

57. On 5th August, 2009, the Honourable Minister of Finance and National Planning made the following assurance on the Floor of the House.

"Mr Speaker, I do agree that at the moment it takes a bit of time before the payments are made ... there is a time lag between the entitlements of the payment. We are working on both of these lags so that we can come back to the normal situation."

Your previous Committee had observed that the Public Service Pensions Fund was in acute financial distress, with an actuarial deficit estimated at K15 trillion as at 31st December, 2011. Your Committee had, therefore, recommended that, as had been proposed by the experts, the Government should endeavour to provide K3 trillion during the 2012-2015 Medium Term Expenditure Framework period in order to finance the gap between pension revenues and expenditure.

In response, it was stated in the Action-Taken Report that the financing gap for the period 2012-2015 had been estimated at about K4.2 trillion, which implied that there was a need for the Government to provide an average amount of K1.1 trillion per year to assist in closing this gap. In 2012, however, the Government could only manage to set aside K250 billion through the Annual National Budget. It was envisaged that ensuing Budget allocations would be reasonably substantial to allow for a realistic solution to this challenge.

Your previous Committee had also recommended that, in order to improve the liquidity position of the scheme, the Government should reverse the policy introduced in the year 2000, which barred new entrants to the scheme.

In response, it was stated in the Action-Taken report that reversal of a policy required a comprehensive technical analysis of the situation, which should account for both the merits and demerits of such a policy decision. As such, the Government had already constituted a Technical Committee to study this proposed policy position, among others, and thereafter make recommendations to Cabinet regarding the resulting impact on the Government, pensioners,

retirees, beneficiaries and other stakeholders. The Technical Committee had already drawn a draft document which was currently under discussion with various stakeholders. One of the major points of discussion in this document was the need to reintroduce new contributors to the PSPF scheme. The Committee on Government Assurances would be informed of the Government's final position on this matter as soon as the consultative process was exhausted.

Your previous Committee had further recommended that the rate of accrual of benefits, as stipulated in the relevant law, whereby Members of the fund contributed less than they would get as benefits, should be reformed.

In response, it was stated in the Action-Taken Report that one of the major thrusts of the current pension reform was to comprehensively restructure the Public Service Pension system so that it could address the affordability and sustainability of the scheme. This also implied that there was a need to review the criteria and formula for both contributions and benefits. The Government, through the Technical Committee, had already made proposals to review the benefits formula and consultations were currently being conducted on this and other proposals. Your Committee on Government Assurances would be informed of Government's final position on the matter as soon as the consultative process was exhausted.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on the measures taken towards financing of the gap between pension revenues and expenditure, improving the liquidity position of the scheme, as well as the review of the criteria and formula for both contributions and benefits.

12/10 – Rolling Out of the Zambia Transport Information System to all Borders

58. On 15th July, 2009, the Honourable Minister informed the House as follows:

"Madam Speaker, the computerisation of RTSA is still going on and the system is expected to be rolled out to other border points not yet computerised."

Your previous Committee had observed that the roll-out of ZAMTIS to Victoria Falls and Katima Mulilo border stations was a reality and the system was functioning properly. Your Committee had, however, urged the Government to move both the Livingstone and Katima Mulilo stations to decent and safe places where the general public could be attended to properly. A progress report was awaited on the matter.

In response, it was stated in the Action-Taken Report that the Government, through the Road Transport and Safety Agency, Livingstone Station, was in the process of being relocated to the Falls Park. The Katima Mulilo Station would also be relocated to the new Katima Mulilo Border Post with all the other Government departments that were supposed to be operating from that Border Post as soon as all works at the border were completed.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the roll-out of the Zambia Transport Information System to all borders in line with the assurance.

MINISTRY OF AGRICULTURE AND LIVESTOCK

20/10 – Construction of a Veterinary Laboratory in Choma

59. On 9th July, 2010, the Deputy Minister made the following assurance:

"Mr Speaker, the construction of a new veterinary laboratory in Choma will commence as soon as the funds are made available. In this year's Budget, there is a provision of K500 million."

Your previous Committee had observed that construction of the laboratory was in progress and would be completed by mid-2012. Your Committee had, therefore, resolved to await a progress report on the matter.

In the Action-Taken Report, it was reported that the construction of a new veterinary laboratory in Choma commenced in 2011 and was almost complete. The Government had spent approximately K3.2 billion on construction of the laboratory. The building had been roofed and the window and door frames had also been fitted. The only works remaining were to fit the window panes and doors, as well as painting. All these works were expected to be completed by the end of 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the completion of the works on the veterinary laboratory.

35/10 – Rehabilitation of Silos and Construction of Storage Sheds Countrywide

60. On 16th July, 2010, the Honourable Deputy Minister made the following assurance on the Floor of the House:

"We have constructed a number of sheds in most of the districts where some of the Honourable Members come from. Apart from that, we have put the Chisamba, Kabwe and Natuseko silos in our programme for rehabilitation. We are also sourcing funds to rehabilitate the other silos. Therefore, all storage sheds and silos that need rehabilitation are going to be considered in our programme."

Your previous Committee had observed that for the Ndola and Kabwe silos, the Food Reserve Agency had engaged a consultant to undertake the designs for rehabilitation. As for the silos in Kitwe, Monze and Chisamba, your Committee had noted that funds were still being solicited for rehabilitation. With regard to the visits undertaken to inspect some storage sheds and slabs, your Committee was of the view that the slab being constructed in Kaoma was of low quality and the Government should, therefore, follow up the matter with the contractor to ensure that there was value for money.

In response, it was stated in the Action-Taken Report that the Food Reserve Agency had terminated all contracts for the construction of the ninety-eight slabs, including the Kaoma slab, which were not completed by the stipulated date of 30th June, 2012. Only thirty-one slabs had been completed thus far and the contractors were being paid for the completed slabs. The Agency was in the process of commencing legal action against all the contractors who had not completed the construction of the slabs.

Your previous Committee had also recommended that the Government seriously considers upgrading slabs to storage sheds, which were completely water proof, especially that the assurance related to sheds and not slabs.

It was reported in the Action-Taken Report that the construction of the ninety-eight slabs countrywide was an interim measure for grain storage (due to the previous maize bumper harvests the country experienced), and these were all scheduled to be upgraded into storage sheds in the near future. Consequently, the Chisamba, Kapiri-Mposhi and Chambeshi slabs had since been upgraded into storage sheds under the Chinese concessional loan project.

Your previous Committee had further recommended that, owing to the increase in production of grain in Mongu, which was causing a strain on the storage sheds, the Government should, of necessity, plan to construct at least one more shed in Mongu to avoid grain going to waste.

In response, it was stated in the Action-Taken Report that Mongu had sufficient grain storage facilities. It should be noted that most of the grain that was stored in Mongu actually came from Kaoma, which had been given priority in terms of the construction of additional storage facilities. Currently, Kaoma had three storage sheds with a total storage capacity of 4,000 metric tonnes. A slab with a capacity of 5,000 metric tonnes was currently being constructed and would be completed as soon as the contractual modalities were finalised.

With regard to the Livingstone storage shed, your previous Committee had urged the Government to source funds for procurement of new iron sheets as well as the mending of the floor and that the slabs that were unkempt should be attended to and upgraded to storage sheds.

According to the Action-Taken Report, the Agency was in the process of rehabilitating storage facilities countrywide. However, it should be noted that the progress of this programme was primarily dependent on the flow and adequate availability of funds. The storage sheds and slabs at the Livingstone Depot were also part of the Agency's programme of construction and rehabilitation of storage facilities countrywide.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a report on whether the Chisamba, Kabwe and Natuseko silos have been rehabilitated as promised in the assurance. Your Committee also wishes to be availed a progress report on the general rehabilitation of grain sheds and silos countrywide.

13/10 – Re-opening of Co-operative Bank

61. On 15th July, 2009, the Minister assured the House as follows:

"Madam Speaker, the Co-operative Bank will re-open as soon as the Government pays the outstanding K30.1 billion out of the initial K60 billion owed to the ZCF."

Your previous Committee had observed that the assurance was at variance with the Permanent Secretary's submission and, therefore, recommended that the Minister should issue a ministerial statement on the Floor of the House to either close the assurance or clarify this apparent variance.

In the Action-Taken Report, it was stated that the recommendation had been noted. In light of this, the Minister of Agriculture and Livestock would issue a ministerial statement on the Floor of the House to clarify and subsequently close the assurance during the Second Session of the Eleventh National Assembly, which was scheduled to open in September, 2012.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on when the Minister of Agriculture and Livestock is expected to issue the ministerial statement to facilitate closure of this assurance.

MINISTRY OF INFORMATION, BROADCASTING AND LABOUR

39/07 – Review of the *Zambia Institute of Human Resource Management Act*

62. On 29th November, 2007, the Honourable Minister of Labour and Social Security assured the House as follows:

"My Ministry will, therefore, consider reviewing the Zambia Institute of Human Resource Management Act to ensure that all human resource practitioners adhere to an appropriate code of practice and advise their employers accordingly."

Your previous Committee had observed that due to the change of Government, the Cabinet Memorandum on the proposed amendments to the Act would be re-circulated. This process would be preceded by internal Ministry consultations in view of the change of policy. In light of the above, your Committee had urged the Government to expeditiously consider the proposed Act once it was presented to Cabinet, considering that five years had lapsed since the assurance was made on the Floor of the House. Your Committee resolved to await a progress report.

In response, it was stated in the Action-Taken Report that the Ministry had since prepared the Cabinet Memorandum and commenced the process of internal consultations. After the internal consultations, the Memorandum would be forwarded to Cabinet for consideration.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed an update on the review of the Act.

40/07 – Recruitment of Labour Officers and Inspectors and Opening-up of New Labour Field Stations

63. On 29th November, 2007, the Minister of Labour and Social Security assured the House as follows:

"My Ministry plans to continue recruiting and opening up new labour field stations in various parts of the country next year."

Your previous Committee had observed that there was a shortfall of labour officers and inspectors countrywide because structures or establishments were rigid and did not allow for more staff to be employed and, therefore, recommended that the Government should, as a matter of urgency, restructure the Ministry to allow for more labour officers and inspectors to be employed and help in alleviating the staffing shortfall for this cadre.

It was reported in the Action-Taken Report that the Ministry had undergone an institutional assessment conducted by the Management Development Division at Cabinet Office to determine areas of improvement. The next stage would be Organisational Development which would involve revising the Ministry's strategic plan and restructuring of the Ministry. In addition, authority had been granted for the Ministry to advertise all the vacant positions to help in alleviating the shortfalls within the current structure.

With regard to the Department of Labour in the Southern Province, your previous Committee had urged the Government to increase funding and procure more vehicles for the Department to enable the officers to execute their duties efficiently and effectively.

It was reported in the Action-Taken Report that the Department of Labour in Livingstone was allocated funding through the Provincial Administration in the Southern Province. The Government would, therefore, liaise with the Provincial Administration on the issue of increased funding and procurement of more vehicles to enable efficient and effective service delivery.

Your previous Committee had also recommended reformation of the labour laws so as to empower labour offices to issue some sanctions to non-complying employers and employees.

In response, it was indicated in the Action-Taken report that the Government was in the process of undertaking labour law reforms in the country with a view of improving labour administration. Currently, a consultant had been engaged to undertake a comprehensive situation analysis and to prepare an issues paper which would form the basis for labour law reformation.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed an update on progress made towards the recruitment of labour officers and inspectors and the opening up of new labour field stations in various parts of the country.

MINISTRY OF MINES, ENERGY AND WATER DEVELOPMENT

21/10 – Electrification of Lukulu District

64. On 13th July, 2010, the Deputy Minister made the following assurance:

"Mr Speaker, the Government has prepared a power systems master plan which plans to optimise generation, transmission, distribution as well as interconnections. In addition, the connection of Lukulu to the national grid is one of the main priorities of the Rural Electrification Master Plan."

Your previous Committee had observed that despite the assurance being made in 2010, actual implementation would only take place in 2021. Your Committee had, therefore, wished to express its disappointment at this state of affairs and urged the Government to make all the necessary efforts to include the project in the 2013 Budget.

It was stated in the Action-Taken Report that the electrification of Lukulu District, which was earmarked for 2021 (according to the Rural Electrification Master Plan), would be included in the 2013 Budget submission. The successful implementation of the Lukulu grid extension electrification project would be dependent on the availability of funds from the Ministry of Finance amounting to a total cost of K133.5 billion as per cost estimate from the feasibility studies carried out by the Rural Electrification Authority.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee will await a progress report on the connection of Lukulu District to the national grid.

36/10 – Musonda Falls Hydro Power Station

65. On 30th June, 2010, the Honourable Minister of Energy and Water Development assured the House as follows:

"Mr Speaker, ZESCO has plans to increase the electricity generating capacity at the Musonda Falls Power Plant ... the priority is to rehabilitate the plant to its original designed capacity of 5.0 mega watts and then add a sixth 1.0 mega watts by extending the power house."

Your previous Committee had observed that works at Musonda Falls Hydro-Power Station would only commence in December, 2012. In this regard, your Committee had resolved to await a progress report on the matter.

In response, it was stated in the Action-Taken Report that the following progress had been recorded at Musonda Falls Hydropower Station:

- (i) the final study Report was completed and submitted to ZESCO Limited by the consultant in February, 2012;
- (ii) bidding documents were submitted by the Consultant on 26th July, 2012, and
- (iii) procurement process had commenced for open bidding.

Further, ZESCO had adopted the optimal and most economical option for the rehabilitation and up-rating of Musonda Falls Power Station that would see the station being upgraded to 10 MW. This would entail rehabilitating and up-rating the existing plant to increase its capacity from 5MW to 5.8 MW. It would also include installation of a new 4.2 MW turbine generator unit.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the rehabilitation of the power station.

MINISTRY OF HEALTH

27/10 – Construction of Staff Houses at Rural Health Centres in Mwansabombwe Constituency

66. On 18th March, 2010, the Honourable Minister of Health made an assurance on the Floor of the House in the following terms:

"Mr Speaker, there are thirteen houses that are earmarked for construction at rural health centres in Mwansabombwe Parliamentary Constituency, namely:

- (i) Chipunka Rural Health Centre – 1*
- (ii) Salanga Rural Health Centre – 2*
- (iii) Mulubu Rural Health Centre – 3*
- (iv) Kazembe Rural Health Centre -3*
- (v) Mukamba Rural Health Centre -2*
- (vi) Mbereshi Hospital Affiliated Health Centre – 2."*

Your previous Committee had observed that no funds had been allocated in the Ministry's 2012 budget for the construction of the houses and urged the Government to plan for the construction of the thirteen houses as was assured on the Floor of the House, especially at Lufubu where there was not even one house. Your Committee resolved to await a progress report on the matter.

In response, it was stated in the Action-Taken Report that the policy focus for Government, through the Ministry of Health, had been to complete unfinished structures before embarking on any new construction projects, with the exception of district hospitals and health posts that were being constructed in order to increase access to health services. Due to this and the constraints in resource allocation, construction of new housing units at health centres had been at a slow pace. The current allocation of funds did not allow for thirteen houses to be constructed at the six rural health centres in Mwansabombwe Parliamentary Constituency.

Government, through the Ministry of Health, had plans to implement the construction of the thirteen staff houses as was assured on the Floor of the House in a phased approach. The proposed implementation schedule was as follows:

Name of Rural Health Centre	Number of Staff Houses	Ideal Situation	Required Houses	Implementation			
				2012	2013	2014	2015
Chipuka	2	3	1	-	-	1	-
Salanga	1	3	2	-	2	-	-
Lufubu	Nil	3	3	2	-	1	-
Kazembe	4	7	3	-	-	-	3
Mukamba	1	3	2	-	1	1	-
Mbereshi	1	3	2	-	1	-	1
Total	9	22	13	2	4	3	4

The Government had since disbursed K200 million for the construction of two staff houses at Lufubu Rural Health Centre which currently had no staff houses.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the full implementation of the assurance.

29/10 – Building of Wards for the Cancer Diseases Hospital

67. On 29th June, 2010, the Honourable Minister of Health assured the House as follows:

"Mr Speaker, we will build wards for the hospital because we do not have any at the moment. Part of the US\$6 million that has just been approved will be used to build wards for the CDH."

Your previous Committee had noted that works on Phase II of the Cancer Diseases Hospital were scheduled to commence on site within the first quarter of 2012 and, therefore, resolved to await a progress report on the matter.

In response, it was indicated in the Action-Taken Report that the Government, through Ministry of Health, had received a loan from the OPEC Fund for International Development in the amount of US\$6,000,000.00 towards implementation of Phase II of the Cancer Diseases Hospital. The total amount in the loan agreement earmarked for construction was US\$5 million. The other

US\$1,000,000.00 was for equipment and project management (fees for the consultants).

The CDH project (Phase II) was intended to support the construction of patients wards, treatment area, staff accommodation, waiting hostels, training centre as well as staff offices and procure equipment for the existing CDH laboratory and more radiotherapy machines (one cobalt and a High Dose Rate Unit).

The current status of the CDH project (Phase II) was as follows:

- (i) the design of the would be facility had been completed;
- (ii) the construction tenders closed in December, 2011 and the evaluation committee had completed the analysis of bids;
- (iii) OFID and Zambia Public Procurement Authority had granted a no objection and the tender had been awarded to Wal Kong Enterprise Limited;
- (iv) the contract sum of the CDH Phase II project was K26.614,832 billion and the contract was signed on 18th July, 2012;
- (v) site handover was done on 25th July, 2012; and
- (vi) the equipment tenders were ready and advertisement would commence soon.

Further, the contractor had been given four weeks for mobilisation and sixty weeks for construction.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests an update on the completion of the works at the Cancer Diseases Hospital.

33/10 – Measures to Assist the Mentally Ill

68. On 21st July, 2010, the Honourable Minister of Health assured the House that the Government had put in place measures to effectively address the problem of mental illness in the country.

Your previous Committee had commended the Government for the measures being put in place to improve mental health provision in Zambia. Your Committee had, however, observed that review of the *Mental Disorders Act* would only be concluded in 2013. Your Committee had also observed that the programme for the rehabilitation of mental health infrastructure, which had started at Chainama Hills Hospital, would be rolled out to other provinces in the 2012-2015 MTEF, to include Chipata and Livingstone General Hospitals and Ndola Central Hospital.

In view of the above observations, your Committee had urged the Government to expedite the process of reviewing the *Mental Disorders Act* and extend the infrastructure rehabilitation programme to other Hospitals other than those stated above. Your Committee had resolved to await a progress report on the above matters.

It was reported in the Action-Taken Report that the *Mental Disorders Act*, Cap. 305 of 1951 was currently under review and the process was progressing well. As soon as Cabinet approval in principle to repeal the *Mental Disorders Act* and introduce the new Mental Health Bill, 2012 was granted, then the proposed Bill would be submitted to Ministry of Justice for further consideration. As indicated earlier, Government intended to take this opportunity to domesticate some of the international conventions on the fundamental rights and privileges of people with mental disorders.

It was stated in the Action Taken Report that, as noted by your previous Committee, tremendous effort had been made to address the assurance. Government, through the Ministry of Health, had disbursed K700 million to Ndola Central Hospital and another K700 million to Livingstone General Hospital for the rehabilitation of the mental health units at these two major health facilities.

Further, the Government still intended to roll out the programme for the rehabilitation of mental health infrastructure to all the ten provinces in the country. In addition, the new district hospitals that were being constructed by Government in some districts countrywide would have a mental health unit built in order to improve access to mental health services.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the review of the *Mental Disorders Act*, Cap. 305 of 1951 and on the rehabilitation of mental health infrastructure at Ndola Central, Chipata and Livingstone General Hospitals.

22/07 - Procurement and Delivery of Ambulances to Hospitals and Health Centres Country-wide

69. On 22nd November, 2007, the Honourable Deputy Minister of Health made the following undertaking on the Floor of the House:

"Mr Speaker, the tendering process for procuring ambulances has already been identified and done. The order has already been made and we are waiting for Toyota Zambia to deliver the ambulances. Therefore, until such a time that Toyota Zambia delivers the ambulances, we are not able to say exactly when they will arrive."

Your previous Committee had observed that Lewanika General Hospital was in need of a fully equipped modern ambulance as the Toyota Land Cruiser being used was not an ambulance but a utility vehicle. The Government was strongly urged to procure an ambulance for the Hospital.

Your previous Committee had also appealed to the Government to address the other challenges that had been highlighted, including the erratic water supply and the dilapidated hospital infrastructure.

At Senanga District Hospital, your previous Committee had been informed by the District Medical Officer that the Hospital was commissioned in 1982. For the past five years, the Hospital had not been well funded, save for grants for day to day running. In terms of vehicles, the Hospital had two functional ambulances donated by the Government of Japan. However, the said ambulances had been in use for a long time now and were constantly in the garage for repairs. Further, the ambulances were not equipped with life support equipment. The Hospital also had a Toyota Hiace Minibus which was donated by Honourable Inonge Wina, between 2001-2006. This too had suffered severe wear and tear and needed to be replaced. In addition, the Hospital had a motorised boat, whose engine had been sent to Lusaka for service at the time of the visit. In the absence of its own motorised boat, the Hospital used boats from other district departments.

On a conducted tour of the Hospital, your previous Committee had discovered that the Hospital had no monitoring bay for the theatre. After operations, patients were wheeled straight to the ward, which was not ideal for the recuperation of patients. The Hospital had also suffered an acute shortage of mosquito nets for prevention of malaria. The District could not spray against mosquitoes because most of the houses were made of mud.

The x-ray and ultra-sound room was very small and the door to the said room was not coated with lead as required medically. Your previous Committee had also learnt that the Hospital laundry machines broke down about ten years ago; as a result, hospital laundry was washed manually, which was highly unhygienic.

Your previous Committee had observed that the two ambulances at Senanga District Hospital were in bad shape and urged the Government to procure at least one well equipped ambulance.

In response, it was stated in the Action-Taken Report that the Government, through the Ministry of Health, procured one hundred and sixty four Toyota Land Cruiser hardtop models from Toyota Zambia in 2008 to be used as ambulances-cum-utility vehicles. As was assured on the Floor of the House, Toyota Zambia had delivered the 164 Toyota Land Cruiser hardtops. The Ministry of Health had already distributed the vehicles to all districts and health facilities across the country to serve as ambulances-cum-utility vehicles for use by districts and hospitals countrywide. The Land Cruiser hardtop model was easily converted for use as an ambulance. Even without the basic fittings of a conventional ambulance, paramedics had found the vehicle suitable in view of how the passenger cabin was designed with foldable chairs leaving ample space to comfortably transport patients.

Senanga District Hospital

It was further stated that the Government had noted the recommendation made by your previous Committee to procure at least one well equipped ambulance for Senanga District Hospital. This was a challenge to Government as most health facilities countrywide were in need of ambulances that were fitted with life support equipment. In order to resolve this issue, the Government, through the Ministry of Health was in the process of procuring 106 ambulances which were fitted with life support equipment for health facilities in the ten provinces of Zambia. The tendering process had already commenced for the supply and delivery on original design manufacturer basis of twenty one advanced life support ambulances (Type III), eighty basic support ambulances (Type II) and five mini ambulances (Type IV) for all ten provinces in Zambia.

In this regard, it was reported that Senanga District Hospital was among the health facilities countrywide that would benefit from the above mentioned Government intervention. In addition, your Committee was informed that the Government, through the Ministry of Health, had already provided the Hospital with a marine ambulance fitted with life support equipment and a passenger boat with capacity of thirty seats.

Your previous Committee had also urged the Government to adequately fund the Hospital so that the challenges highlighted above could be addressed sooner rather than later.

In response, it was indicated in the Action-Taken Report that the Government was concerned with the lack of capacity for most health facilities, Senanga District Hospital inclusive, to address some of the challenges due to inadequate funds. However, increased funding to the health sector from K1.8 trillion to K2.4 trillion in 2011 and 2012 respectively had translated into an increase of funds for first level referral services. In this regard, funding to Senanga District Hospital increased from K653,795,085 to K838,887,076 in 2011 and 2012, respectively.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee notes that the vehicles that were ordered from Toyota Zambia have since been received but insists that the assurance has still not been fulfilled because the vehicles are not fitted with the necessary equipment and, therefore, are not ambulances but mere utility vehicles. Your Committee, therefore, reiterates that the assurance should still be fulfilled by providing ambulances to the affected health facilities.

MINISTRY OF JUSTICE

26/10 – Filling of Vacancies for Magistrates

70. On 18th March, 2010, the Minister of Justice made the following assurance on the Floor of the House:

"Mr Speaker, indeed there is need for us to fill the current establishment. We need to train and recruit more magistrates to fill the vacant positions in order to dispense justice expeditiously."

Your previous Committee had observed that the vacancies at Magistrates level countrywide were overwhelming. In recognition of the importance of efficient dispensation of justice and the fact that almost all criminal matters began at Magistrates' courts' level, the previous Committee urged the Government to put in place the following:

- (i) improve the conditions of service for Magistrates so as to attract lawyers to join the bench; and
- (ii) consistently train both lay and professional Magistrates to fill the current vacancies.

In response, it was reported in the Action-Taken Report that the current establishment of the Judiciary provided for seventy two professional magistrates and 170 lay magistrates whilst there were currently forty-six and sixty-five vacancies, respectively. This was because funding to the budget for personal emoluments was restricted to positions which were actually filled.

With regard to the vacancies in Southern Province, your previous Committee had urged the Government to adopt the Judiciary's initiative to expand the current structure, so that more magistrates could be recruited. In addition, your previous Committee had impressed upon the Government to source the funds required to recruit or fill the said vacancies in Southern Province.

In response, it was stated in the Action-Taken Report that the Judiciary required special permission from the Treasury in order to fill the vacancies as this had budgetary implications. Further, the Judiciary intended to broaden the funding spectrum towards personal emoluments for the Magistrates in the 2012 budgetary process, so as to attract competent personnel to fill up the vacancies. A review of the whole establishment of the Judiciary was concluded in March, 2012 and a report of the review would be the basis for the year's budgetary planning. This would, however, be subject to resources being made available by the Ministry of Finance.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a progress report on efforts being made to fill the current establishment of magistrates.

MINISTRY OF FOREIGN AFFAIRS AND TOURISM

11/10 – Developments in the Northern Tourism Circuit

71. On 19th March, 2009, the Honourable Deputy Minister assured the House as follows:

"Mr Speaker, the three waterfalls in question are part of the Northern Circuit which covers Northern and Luapula Provinces. The Northern Circuit is currently being targeted to open

up the country for tourism development."

Your previous Committee had observed that a number of interventions were being put in place by the Government to develop the Northern Tourism Circuit, although a phased approach was being followed, owing to the huge investments required.

Your previous Committee had been of the view that tourism was a very important sector in so far as economic diversification in Zambia was concerned but for a long time, Zambia's tourism had lagged behind in comparison to other countries in the region, despite being richer in natural resources. For this reason, your Committee had recommended that the Government should consider changing the phased approach being used to develop the Northern Tourism Circuit and instead engage both local and international lenders who could finance capital projects at once.

According to the Action-Taken Report, the development of the Northern Tourism Circuit which encompassed Northern, Luapula and part of Muchinga Provinces presented an opportunity to not only diversify the economy away from copper as the country's economic mainstay, but also the tourism sector away from the focus on Livingstone as the main centre of tourism activities. The intention of the project was to draw public and private sector investment into the area in order to develop a tourism resort.

Considering the huge extent of the Northern Circuit and the fact that such investments could not be done at once due to limited resources, a phased approach beginning with Kasaba Bay Tourism Project area as an anchor project was deemed feasible. The area encompassed Nsumbu National Park, Iyendwe Valley, parts of Tondwa and Kaputa Game Management areas and Nsumbu Township. It was worth noting, however, that the basic building block of the Northern Tourism Circuit was the provision of requisite infrastructure in the form of roads, power supply and transmission as well as airport development. The status of infrastructural development in the northern circuit was as follows;

Mbala-Kasaba Bay Road

The works on the construction of the Mbala- Kasaba Bay Road through the Road Development Agency had advanced, with about 130 kilometres of the 141 kilometres of the road having been done as at 17th April, 2012. Of the total budget of K40.02 billion, Government had so far spent K32.3 billion on the road.

Mbala-Kasaba Bay Power Line

The Government, through the Rural Electrification Authority, had completed the construction of a 146 kilometres, 66 KV power line from Mbala to Kasaba Bay and this had been connected to the national grid with some commercial properties in the area already utilising this service. This project was completed in April, 2011 at a total cost of K94.0 billion and was technically commissioned on 6th May, 2011.

Construction of Lunzua Power Station

In order to ensure increased and sustainable power supply to the area, geotechnical and feasibility studies had been undertaken by ZESCO Ltd for the construction of a power generating plant at Lunzua power station with a capacity of 14.8 Megawatts. The development of the power station was expected to be executed by the Engineering, Procurement and Construction contractor, China National Electric Engineering Company Limited. Negotiations with the contractor had commenced. The project was estimated to be completed within twenty six months at a cost of US\$ 52.0 million and was expected to start in 2012.

Rehabilitation and Extension of Kasaba Bay Airport Runway

Government had advanced with works on Kasaba Bay Airport Runway, which was intended to be extended from 1.7 kilometres to 2.1 kilometres and of which 1.5 kilometres of the major

earthworks had been done. Of the contract sum of K96,589,028,640.00, a total of K50,330,603,322.84 had so far been spent on the project. The Kasaba Bay Tourism Project was part of an integrated development plan for the Northern Circuit which would pave way for private sector investment once government had put in place requisite infrastructure. It was important to note that most of the basic infrastructure was in the first phase and considering the progress that had been made so far, Government was of the view that the phased approach be continued.

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee wishes to be availed a progress report on the completion of the projects alluded to. Your Committee, further, wishes to be informed of other plans, if any, that the Government has to comprehensively develop the Northern Tourism Circuit.

OFFICE OF THE VICE-PRESIDENT

32/10 – Infrastructure Development in Dongwe Resettlement Scheme - Lukulu District

72. On 21st July, 2010, the Deputy Minister in the office of the Vice-President assured the House as follows:

“Mr Speaker, Dongwe Resettlement Scheme situated in Lukulu District in Western Province is one of the resettlement schemes being developed by the Department of Resettlement in the OVP. The development of infrastructure to ensure social economic viability of the scheme will commence in 2011.”

Your previous Committee had observed that at the moment only boreholes would be drilled in Dongwe Resettlement Scheme. Your Committee had noted that the assurance was for infrastructure development and not just sinking of boreholes and, therefore, urged the Government to implement the assurance as a whole rather than just concentrate on the drilling of boreholes. Your Committee had resolved to await a progress report on the matter.

According to the Action-Taken Report, the Office of the Vice-President was committed to develop socio-economic infrastructure in the resettlement scheme not just drilling of boreholes as could be seen from Table 1 below which showed annual targets for the scheme. It should be noted that Dongwe Resettlement Scheme was just one out of the over 80 resettlement schemes that needed similar infrastructure development.

The following proposed time frame for developing Dongwe Resettlement Scheme took into account what may be available and did not in any way reflect the capacity of the department to carry out development activities. The Department planned to implement infrastructure development plan as in the Table below:

Annual Targets for Development of Dongwe Resettlement Scheme

Activity item	Year 2012	Year 2013	Year 2014	Year 2015	Year 2016
Provision of access road network (KM)	30	30	30	10	-
Construction of culverts (No)	-	02	02	02	01
Provision of boreholes (No)	03	05	05	05	02
Construction of 1x3 class-room block	-	-	01	-	-
Construction of 1 clinic	-	-	-	01	-
Construction of staff houses (No)	-	-	01	02	01

Construction of storage shed (No)	-	-	-	-	01
Construction of dip tank (No)	-	-	-	-	01

Proposed Budget

The development of socio-economic infrastructure in Dongwe Resettlement Scheme was estimated at K3,237,250,000 over a period of five years as indicated in the Table below:

Cost Estimates for the proposed Annual Targets (In Zambian Kwacha)

Activity item	Year 2012	Year 2013	Year 2014	Year 2015	Year 2016
Provision of access road network (KM)	188,700,000	188,700,000	188,700,000	62,900,000	629,000,000
Construction of culverts (No)	-	100,000,000	100,000,000	100,000,000	50,000,000
Provision of boreholes (No)	-	211,250,000	211,250,000	211,250,000	84,500,000
Construction of 1x3 class-room block	-	-	230,000,000	-	-
Construction of 1 clinic	-	-	-	150,000,000	-
Construction of staff houses (No)	-	-	150,000,000	300,000,000	150,000,000
Construction of storage shed (No)	-	-	-	-	500,000,000
Construction of dip tank (No)	-	-	-	-	60,000,000
TOTAL COST	188,700,000	499,950,000	879,950,000	824,150,000	844,500,000

THE COMMITTEE'S OBSERVATIONS AND RECOMMENDATIONS

Your Committee requests a report on progress made so far towards the development of socio-economic infrastructure in the Dongwe Resettlement Scheme.

GENERAL OBSERVATION

73. Your Committee is seriously concerned that a number of assurances, especially in the road sector, have remained outstanding for a long time despite further assurances that the Government is committed to implementing them. In addition, your Committee notes with disappointment and anxiety the fact that a number of projects whose imminent commencement and/or completion was assured to the nation through the House by the Executive do not even appear in the relevant departments' work plans. This often happens because some assurances are made without due consideration being given to the requisite financial outlays to fulfil them, and lack of proper implementation plans. As a result, these projects are either never actually commenced or suffer from chronic under funding, which negatively impacts on their completion. Your Committee wishes to categorically state that this is an unacceptable state of affairs and could seriously undermine the confidence that the public has in the Government as a whole. Your Committee, therefore, wishes to implore the Government to take its

recommendations on such projects seriously so that the assurances are brought to their respective logical conclusions.

In addition, your Committee wishes to reiterate that all assurances issued on the Floor of the House should be made after due consideration of all relevant matters including, but not limited to, the implementation and financial plans for the assurances. In the same vein, your Committee is calling upon the Leader of Government Business in the House to ensure that where any assurance cannot be fulfilled on account of changes in policy, the House is notified through an appropriate statement on the Floor of the House by the concerned Minister in a timely manner, in order to avert a situation where your Committee continues to pursue the implementation of such an assurance.

CONCLUSION

74. Finally, your Committee wishes to express its sincere appreciation to you Mr Speaker, for the guidance rendered to it during the session. Your Committee further wishes to extend its gratitude to all the stakeholders who appeared before it and made both written and oral submissions. Your Committee also wishes to thank the Office of the Clerk of the National Assembly for the advice and services rendered to it throughout its deliberations.

C J Antonio, MP
CHAIRPERSON

June, 2013
LUSAKA

APPENDIX I

List of Officials

Mr S M Kateule, Principal Clerk of Committees
Mr S C Kawimbe, Deputy Principal Clerk of Committees
Ms M K Sampa, Committee Clerk (Social Committees)
Mr F Nabulyato, Committee Clerk (Financial Committees)
Ms C Musonda, Assistant Committee Clerk
Ms R Tembo, Typist
Ms F Hamakalu, Typist
Mr R Mumba, Committee Assistant
Mr C Bulaya, Committee Assistant