

Madam Temporary Speaker, I support.

**The Temporary Speaker**(Sen. Ongoro): As earlier directed by the Speaker and as provided for by the Standing Order No.33, I now call upon Sen.(Prof.) Anyang'-Nyong'o to move his Motion.

### MOTION FOR ADJOURNMENT UNDER STANDING ORDER NO.33

#### CRISIS FACING KENYA AIRWAYS

**Sen. (Prof.) Anyang'- Nyong'o:** Madam Temporary Speaker, I beg to move that the House do now adjourn to discuss a matter of national importance in this House regarding the matter of Kenya Airways which is currently in crisis. Over the last couple of months, Kenyan newspapers have run with headlines focusing on the Kenya Airways. *The Business Weekly*, for example, on 2<sup>nd</sup> May, 2015 had the headlines saying “Cash short Kenya Airways seeks rich partners to lease Dreamliners’. On the 27<sup>th</sup> March, 2015, edition of the same paper, there was a headline saying “Broke Kenya Airways borrowing to pay salaries” on 19<sup>th</sup> March, 2015 another headline in our paper saying “Tanzania reduces Kenya Airways flights with Dar” those flights were reduced from 47 to 14.

The financial crisis in Kenya Airways has been estimated that at the moment our flag carrier is Kshs18 billion in the red. During the first financial year, Kenya Airways made a loss of Kshs10 billion. It is estimated that unless something is done very quickly, the airline will come to a standstill or ground to a halt in a matter of one month.

Madam Temporary Speaker, you remember during the Seventh Parliament in 1995/1996 Financial Year, after an International Finance Corporation (IFC) recommended the privatization of Kenya Airways, on condition that the Kenyan Government could write off a debt of Kshs6 billion. We in the then Parliament, including Sen. Boy Juma Boy, Sen. Orengo and many others, agreed that the people of Kenya should bear the burden of swallowing the Kshs6 billion debt to Kenya Airways in the restructuring process, so that it could be privatized and it went into partnership with KLM under the Chairmanship of hon. Isack Amollo Okello; the former Minister for Communication from 1996 onwards. With the capable board, Kenya Airways made profits and became a leading airline not only in Africa, but in the world.

Towards the end of the captainship of Mr. Titus Naikuni, who was the Chief Executive Officer (CEO), the airline has started to have a nosedive, particularly because of some of the investment initiatives that he took which were extremely ill-informed and because of the rent-seeking capacity of the management and other private individuals who are now bet on sinking the airline. For example, over the last couple of months, there have been frequent delays of Kenya Airways flights taking off in many places, Dar es Salaam, Mumbai, Amsterdam, Accra, Entebbe, London, Kisumu, Nairobi and Mombasa. One of the most devastating thing is that whenever Kenya Airways cancels a flight, the airline bears the cost of that cancellation. For example, when it cancelled a flight in Amsterdam, not too long ago, flight KQ 116, it cost Kenya Airways, Kshs47 million in terms of keeping passengers in hotels, paying for their accommodation, paying

air staff, ground parking and so on. A sum of Kshs47 million went down the drain when the flight was cancelled.

Recently, I was flying with my wife from Entebbe and the flight was cancelled and we were delayed at the airport for about five hours. The flight had a passenger capacity of about 112. That is another millions of shillings that have gone down. Let me read from one of the analysis of what happens when a flight is cancelled, what happens is that the airlines or companies with maintenance agreement with Kenya Airways, will always ensure that Kenya Airways planes are grounded longer for minor and inconsequential defects, so that their companies can maximize their earnings. Once such an incident happens in Amsterdam last Monday when Kenya Airways lost a total of Kshs47million in one flight because KLM engineers refused to clear the flight for takeoff over some valve leak which was found not to exist. When such a thing happens, KLM engineers would earn US\$250 per hour per engineer orUS\$120 per technician. This money is paid directly by Kenya Airways to the KLM accounts and it is not inclusive of repair and spare parts cost, which cost million of United States of America (USA) dollars. Why would Kenya Airways refuse to station their own engineers in such locations and lose Kshs47 million in one instance? The practice was common in Paris when Xavier Technology Services were contracted to maintain Kenya Airways planes, that 90 per cent of the planes were delayed or cancelled.

Madam Temporary Speaker, we also know that Kenya Airways is going along the route of leasing aircraft. It is known that some individuals in this nation, in very high positions of political power are in cohort with Kenya Airways management to establish offshore companies which then lease planes to Kenya Airways at exorbitant prices, so that eventually Kenya Airways as a corporation in which the public has shares will collapse and then they can privatize Kenya Airways further into individual hands. This is known in the public domain. We in this Senate as the protectors of the people of this nation should establish a committee to look into the affairs of Kenya Airways and report to the nation. The nation believes that it is only the Senate with sober and informed leaders who can save this nation from this imminent collapse of our airline. The sad thing is it is because of corruption and the culture of looting public enterprises that Kenya Airways is now facing a crisis. I think Mr. Titus Naikuni should be called back to explain to the Kenyan people why it is that while he was the CEO of Kenya Airways, things did well and just before he departed he entered into certain arrangements which are now going to plunge our airlines into a tremendous crisis if it is not already there.

**The Temporary Speaker** (Sen. Ongoro): Sen. (Prof.) Anyang'-Nyong'o, I want to take advantage of the provisions of Standing Order No.33(4); because of the importance of this Motion and the fact that we want that background you are giving, to add you an extra five minutes. You now have eight minutes.

**Sen. (Prof.) Anyang'-Nyong'o:** Madam Temporary Speaker, I am very grateful because I think there is a lot of information that I need to give to the House. The *Business Weekly* of Saturday 2<sup>nd</sup> May, 2015, which had the title "Cash Short Kenya Seeks Rich Partner to Lease Dreamliners." In that report in the *Business Weekly*, which was published by the Nation Group of newspapers, it said that Kenya Airways had originally

ordered nine Dream Liners from Boeing. Only three had been purchased so far. Kenya Airways decided that the six remaining Dreamliners should be leased.

I do not have any problem with the idea of leasing equipment. Indeed, under proper management and financial controls, it is better to lease equipment than to buy it. This is what I had advocated when I was in the then Ministry of Medical Services. When you lease equipment in an arrangement that is not financially viable and completely trapped in corruption, you are cheating the nation. Offshore companies owned by Kenyans have lined themselves up to lease these Dreamliners to Kenya Airways. They have already been involved in the practice of leasing air craft to Kenya Airways using this off shore company arrangement so that Kenyans do not know what is happening. We want the Kenya Airways management to come out in a transparent manner and clearly publish in the newspapers what the arrangements of leasing air craft to Kenya Airways are since 1996 when Kenya Airways was privatized by us paying Kshs6 billion in our tax money and authorizing our Government to write it off to Kenya Airways. We want to know how Kenya Airways has been doing business since then. At what point did the leasing arrangement start with regard to what kind of air craft? What are the profit margins that Kenya Airways derives from leasing as opposed to buying air craft straight away? We want to know the companies that have been leasing air craft to Kenya Airways, their shareholders and what the profits they are making from our national flag carrier.

Secondly, Madam Temporary Speaker, our pilots and cabin crew have been crying. Not too long ago, Kenya Airways retired ten pilots on the grounds that they were old and that they had been flying other airplanes. Since Kenya Airways was now going to Dreamliners, they needed to train young pilots to fly Dreamliners. If, indeed, these pilots had rendered services to Kenya Airways, and if they were not in a position to be trained, why not continue them flying other aircraft in destinations that do not need Dreamliners so that they are not penalized because of their age? That is unconstitutional. At the same time, Kenya Airways has an arrangement of hiring crew which is completely riddled with corruption. Whereas the cabin crew should be paid Kshs120,000 per month, they are only paid Kshs40,000 per month and they work under extremely discriminatory conditions. This House should be in a position to defend the rights of workers wherever they are and ensure that our flag carrier which says it is the "Pride of Africa," first and foremost, becomes the pride of this nation in doing and having proper business practices and protecting this nation from losing money.

Finally, Madam Temporary Speaker, I mentioned in reference to the delay and cancellation of flights in various cities in this world that Kenya Airways is now known to practice on a daily basis. One of the reasons Kenya Airways cancels flights, and it has been established by engineers, is that they have out sourced the servicing of our aircraft to other engineers other than Kenya Airways engineers. We have known that our own engineers here at the Jomo Kenyatta International Airport (JKIA) have provided services of servicing planes from other companies like Ethiopian Airways. We have also had a long time to train enough engineers. How come that we cannot position qualified Kenya Airways engineers to service our planes in Amsterdam, London, Entebbe, Mumbai and other capitals and cities? We understand that Kenya Airways has such a poor personnel

and human resources management system that good engineers leave when they find green pastures elsewhere. This is being pennywise and pounds foolish. After investing so long in engineers, the best thing Kenya Airways should do is to give them proper remuneration so that they can give the company services for a long time so that Kenya Airways can get value for their money. This situation is intolerable.

I would like Kenya Airways to come out with a statement in the newspapers stating very clearly why is it that they have had problems with their engineers and why is it that very frequently Kenya Airways is threatened by strikes not just by pilots, but by engineers as well and cabin crew.

Madam temporary Speaker, the information that is out there, as we know today, is that if we do not do anything urgent, this airline is going to collapse within a month. At the moment, we know that all advice that has been given to the board has not been received in any kind manner because the board is immersed in corruption in the company. For example, it is known that on more than one occasion, when these issues have been raised by pilots, engineers and so on, the board has buried its head in the sand like the proverbial ostrich. Therefore, it is now time that another team other than the board takes charge of what is happening at Kenya Airways by bringing this thing to the public domain and making sure that something transparent is done so that we know what is happening and a decision is made. My proposal is that this House should establish a committee which will conduct hearings in public so that everybody comes forward, we know what is happening in Kenya Airways and the Government is given a template for taking a decision.

I beg to move.

**Sen. Muthama:** Thank you very much, Madam Temporary Speaker. I stand here to support this Motion. I would like to support it considering the experience I have on such issues and, at the same time, as a businessman.

I would like to inform Sen. Anyang'-Nyong'o that what he is seeing now as Kenya Airways is just the face. The inside of Kenya Airways is dead and awaiting to be thrown into the dustbin. When Mr. Naikuni took over as the Chief Executive (CEO) of Kenya Airways that is when members of the public were asked to purchase shares from a company which was loaded with loans and had no capital whatsoever. A plan was laid down to source money from two areas; one from the Government and two, from Members of the public. There are those who pretended to be purchasing high stakes in Kenya Airways. However, they were just fronting their faces to access Government funds which had been invested there. After Naikuni completed his business, he left. Nobody knows why he gave a notice to leave, but this is because there was absolutely nothing left. This is how money was stolen. You cannot revive this. Kenya Airways will be the first to be secured with funds whose source is still not known. Look at how many times the Italian Airlines has been rescued by the Government. Look at how many times Lufthansa Airlines has been rescued by the German Government. There is no way that Kenya Airways can stand at any given time.

All the aircraft that were recently purchased were bought through loans. The big airline we have in this country will turn out to be a big problem to Kenyans. Not a single aircraft has been fully paid for. There is no single airline apart from the Emirates that can

stand on its own. Look at the Duty Free business in Dubai. I know that you have been in Dubai Airport. The shopping complex is owned by the Emirates. All the passengers offloaded by the airline on a daily basis are close to 2 million.

What was going on at the Kenya Airways? Those who were running it just woke up one day and started ordering for aircraft. Those are some of the things that make the Emirates act different. All the Duty Free Shops in Dubai Airport belong to the airline. That is how they raise their money. The airline also owns its own hotels. Once passengers book to travel, they also book to stay in their hotels.

All airlines are ailing economically, except private airlines where business operators can also be involved. The easiest way of squandering public funds is in the line of business airlines. There is no way that Kenya Airways will come back. The best step they took was to team up with other airlines.

I beg to support.

**Sen. Karaba:** Madam Temporary Speaker, thank you very much for giving me this chance to contribute to this debate. I read what was distributed by Sen. Anyang'-Nyong'o which was very sad considering that we are talking about an airline which is the pride of Africa. This is an airline which has taken us to great destinations. However, of late, we have noted that Kenya Airways has lost direction. That is true. I have been to many places where I am made to delay. I know what this means in terms of expense. If all that money is to be paid by the Kenya Airways, that is very sad.

Going by what we have seen, especially when the late Phillip Ndegwa was the Chairman of the Kenya Airways, he teamed up with the *Koninklijke Luchtvaart Maatschappij* (KLM) or the Royal Dutch Airline. From that time, the KLM has been reaping at the expense of Kenya Airways with flimsy excuses that the Kenya Airways cannot fly into some areas where the KLM can fly. I really wonder what kind of corporation this is.

Kenya Airways can only get you to London and back. The KLM takes you from there to wherever else you need to go; whether New York or anywhere else outside London. It seems as if the Kenya Airways has been restricted from flying into those areas for reasons we do not know. However, the reason seems to have been revealed in this discussion. Some of our engineers and very good pilots have terminated their jobs. The envy we experience from other airlines should not go unnoticed. This is true, particularly in business. Most of the airlines try to succeed in the airspace where Kenya Airways has failed.

If you compare Kenya Airways with others, particularly the Emirates, you will almost be comparing heaven and earth. There is no way you can compare Kenya Airways with the Emirates because they are way too apart. We should be wondering what will happen when Kenya Airways comes to a halt when we seem to have been the top in the air? This is embarrassing and sabotage to our economy. This is very bad. I, therefore, suggest that we move in to deal with the problems which are at the airport. We should also resolve the problems affecting our airline and the management of our airline system, including our security and everything else that affects our airport because it leaves a lot to be desired.

You will also notice that we take about three hours to move from the airport to the city centre whereas you may have taken less time to travel back into the country from another country. This is a pity. The passengers who are travelling to Nairobi to attend meetings in the morning end up getting late. People from Rotterdam or London travel to attend meetings in other cities and travel back to their countries in the evening because of an efficient ground transport system. This is what we would call harmonisation of both air and land transport. We should acknowledge that the time taken in the air should be compensated on the ground. Next time you fly with Kenya Airways and cannot access your destination on time, then you will not fly with the airline again. Most tourists have boycotted and moved to use other airlines which are efficient. This is the time.

This is the time because we have already seen the signs, read in the newspapers and seen what is happening at the airport. When you get to the airport, you will be told that Kenya Airways has delayed. Therefore you are taken to Laico Regency, where we cannot afford as Senators, by our airline to sleep there and the following day we are told that the delay has been extended. So, we sleep there yet for two nights which is very expensive. These allegations are true because some of us have experienced this. One time when I was travelling from Dubai, and we were mid air, the airplane had to come down because it could not fly. There is need to find out what is ailing KQ and the time is now. We should move in and salvage the situation.

Madam Temporary Speaker, I beg to support.

**Sen. Hassan:** Thank you, Madam Temporary Speaker. This is a matter of grave public concern and I share with Sen. (Prof.) Anyang'-Nyong'o that we must escalate this matter from this Motion for Adjournment and ensure that we bring it as a substantive Motion, so that we can follow on the paces of investigations and possibly make recommendations. If we do not do this, I think that what will happen is that the institution will collapse and we will have to bail it out as usual. We know that a few people are ripping this country apart using the kinds of corrupt and covert undertakings that they have had with Kenya Airways.

Madam Temporary Speaker, I am a regular user of Kenya Airways. I am actually what they call, platinum elite, in terms of my flight. I use the flight between Nairobi and Mombasa every week. I can tell you that it is sometimes a great frustration because of the arbitrary cancellations and delays. I, therefore, think that it is important, as Sen. (Prof.) Anyang'-Nyong'o, the Mover of the Motion had indicated, that were there are delays; there must be consequences even if it is a local flight. What essence does it serve for you to be delayed for one hour and 20 minutes for a 40 minutes flight? Therefore, somebody must take responsibility. This is reflected throughout the hierarchy of the Kenya Airways even in terms of the inefficiency upon arrival in Nairobi or any other Airport. There is always some laxity and this is because the employees there are quite conscious that there shall be no particular consequences in the event that they act in a manner that does not demonstrate sufficient customer satisfaction.

Madam Temporary Speaker, we need to investigate largely the leasing of the Embraers which I am told is the major burden to Kenya Airways. It is rumored that people in high places have held the airline hostage. It is, therefore, important this investigation be swift, robust and salvages this airline before total collapse. It is a red

card and we need to speak to it. What is more puzzling is the fact that the Government appears almost inept in terms of its information and action towards Kenya Airways. I believe that if we have this information, the Government has had it before hand. Neither the Chief Executive Officer (CEO) of the country or the Cabinet Secretary in charge of the Ministry of Transport and Infrastructure nor anybody in the line of duty bearers has spoken to this matter. Is it because they are adversely involved or they do not care about the investment of the Kenyan people? What are their motivations that a Government would be so silent at the root of a crisis of one of its major flag bearer in the airline industry?

I think that the slogan “The pride of Africa” is long gone. It was a marketing slogan and it now remains a pale shadow of its former self. We sometimes feel duty bound to use Kenya Airways in areas that it enjoys massive monopoly, because we literally have no otherwise. However, I believe and trust that with robust investigations we shall also try, particularly for domestic routes, to allow competitors to compete, so that Kenyans have a variety of options to choose from. The fares that Kenya Airways imposes on its passengers is enormous, exorbitant, shameful and robbery. You can tell that depending on the class of ticket that you travel in. Anybody around the world who engages in air transportation will tell you that the rates are amazingly insulting. I am one of those who has evidence of what it will cost you to fly Business Class in Kenya Airways. It is sometimes much more than what it would cost you to fly First Class in Emirates. As Sen. Karaba said, the services are almost mismatched.

Madam Temporary Speaker, when you fly Emirates First Class, it means that you will be put into their lounges meant for First Class passengers, transferred from the aircraft to the airport lounges by specialized cars, their treatment is different and facilities aboard are different. Whereas in Kenya Airways, you will find that it is basic. If you travel First Class from Mombasa to Nairobi, you will get a scone and cup of tea or coffee. The only difference between what happens in Business Class and Economy is that they serve your a scone on a plate, whereas in the Economy Class, they give it to you in a box. That is the dilution. They have squandered the airline so much that they are unable to offer services. I remember that at some point, when you travelled Business Class, even the Mombasa-Nairobi route, you would find some customer satisfaction. When it comes to public ratings, we no longer get Kenya Airways being rated highly.

Madam Temporary Speaker, I beg to support.

**Sen. (Prof.) Lesan:** Thank you, Madam Temporary Speaker. I also wish to contribute to this Motion by Sen. (Prof.) Anyang’-Nyong’o. I commend him for bringing this Motion because this is not the first time that he warns the nation or institutions of the consequences that are ahead. The warnings sometimes come as anticipatory and we might not believe them. However, there are some that are of serious consequences like this one which he has brought today.

Madam Temporary Speaker, I recently read a book entitled “Why Nations Fail”. It explained that in many instances, before nations fail the structures of its institutions, start to decay, fracture and fall apart. That is really the beginning of failure of any institution, be it a business one, nation or Government. It is very worrisome to see the “Pride of Africa”, the only airline that we have always known to be at par with any others

the world over, soon being compared with Air Zimbabwe, Air Sudan or some of the contraptions that are found in the airspace flying with no schedules of flying.

It is very sad that Kenya Airways is coming to that level where the bar for comparison has been reduced significantly. We want to be compared with Qatar Airlines, Air France and KLM. We were almost there until something happened. I am so glad that Sen. (Prof.) Anyang'-Nyong'o has raised this issue, so that we get a warning sign that there are things going on with Kenya Airways, which has been the pride of our country. I think that it is still going to be the pride of our country. We must, therefore, as a country start to look at it very closely. We would not only want to look at Kenya Airways alone, but other institutions that are associated with it as well.

There are institutions associated with Kenya Airways and we must continue to guard them jealously. One of them is the Kenya Airports Authority (KAA) and it is closely associated with Kenya Airways. It is important that as we look at what is going on in Kenya Airways; it is important to also consider what is going in KAA. Some of the things that the professor has said are not directly related to Kenya Airways, but KAA which is the ground body that assists Kenya Airways to stay afloat and in the skies. It is, therefore, important that we look at these institutions and make sure that we do not lose such a useful institution in the country.

Madam Temporary Speaker, we are aware there is a great slump in the tourism industry. The numbers of travellers have reduced significantly. Therefore, we should not conceal the fact that the fall in the number of tourists is affecting the operations of Kenya Airways. We have known in this country the failure of institutions which have been supported by the Government. When I came to this city, there was an institution called the Kenya Bus Service, KENATCO Taxis and so on. All these have gone down as a result of thing ailing Kenya Airways. This is an institution that is decaying from inside. As suggested by professor, some individuals who are causing these problems are within the institution.

With those few remarks, I beg to support.

**Sen. Okong'o:** Madam Temporary Speaker, thank you for giving me an opportunity to air my views on this. It is a tragedy for this country that we can see such an institution going down and yet Kenyans have invested heavily in terms of shares. It is important that we inform Kenyans that Kenya Airways has collapsed or is at the brink of collapse. We need answers about who owns the companies which procured most of the airlines. For example, who owns Twiga, Amboseli and Samburu? Kenyans have been deluded to think that the high flying airline is on its way to recovery, but it is just a shell of itself. The way the Embraer planes were procured, you will be surprised. Kenya Airways has been using government departments so that it can remain afloat. It is a shame that the once very reputable airline is on its knees. That is why even the other day those employed could not even identify long serving members of this country when Sen. Wetangula was humiliated at the airport. That means they have employed mediocre employees for a cheaper price.

Madam Temporary Speaker, the Dreamliners are no longer afloat because of maintenance costs. Recently, a Kenya Airways airliner was grounded in China because they could not pay. They have sold some airlines to offset debts. It is a shame. Three

years when Mr. Naikuni was at the helm, he was told to stay on. He stuck on for a year and that year the airline made a Kshs10 billion profit. During his exit, we were told that the airline has suffered a Kshs10 billion loss due to the Ebola outbreak in West Africa. That is the state of our systems in this country.

As young and eminent leaders in this Senate, we must raise these issues and we need answers from the highest office in this country. The President needs to tell Kenyans what is happening in this airline.

With those few remarks, I beg to support.

**Sen. M. Kajwang:** Madam Temporary Speaker, I wish to support the Motion of Adjournment and associate myself with the sentiments expressed by previous speakers, the Mover, that is, the esteemed professor and Senator for Kisumu County. Not too long ago, Air Malawi collapsed due to debts. Currently, it is under the hammer. It is becoming increasingly likely that Kenya Airways could go the same direction – God forbid. I do not have the privilege of understanding the internal workings of Kenya Airways. However, in my professional experience, I know how businesses and corporates are run. My reading of the problems with Kenya Airways boils down to three things: Poor strategy, corruption and poor governance. Kenya Airways has issued a profit warning which means that it expects to write a loss similar or greater than the loss it wrote last years. We are likely going into a loss greater than Kshs4 billion this year.

Madam Temporary Speaker, immediately after the exit of the former CEO, *Project Mawingu* which was the much touted project to turn around Kenya Airways has been dismissed. Nine Dreamliners that were ordered, only three have been delivered and now they are going to leaseback arrangements for the remaining Dreamliners. They have hired a consultant to help them in debt restructuring immediately after Naikuni left. It might be important for this House to find out what is it about the former CEO that makes the key strategic decisions that he made to be reversed immediately after his exit.

Kenya Airways is borrowing to pay staff salaries. We have been told that they have not been able to remit loan deductions for their employees. This means that the employees are being blacklisted in credit reference bureaus for an offense not of their own making. Kenya Airways must revisit its strategy and come up with a strategy that will stop it from nose-diving.

Regarding corruption, we have seen articles, allegations and accusations which need to be established. I want to support the call for a focus team to sit down and investigate allegations of corruption at Kenya Airways. Are we still having state officers who are service providers to Kenya Airways? Are some of these plans owned by the most powerful families in this country? They are not too many so it is not difficult to guess. Despite privatization status, is it true that the government mandarins are still pulling the strings and influencing decisions at Kenya Airways?

Madam Temporary Speaker, allow me to address poor governance and this goes straight to the heart of the Jubilee Government. Insecurity is at unprecedented levels. The tourism industry is dead. We have a lot of sympathy for the coastal communities that rely on tourism. Kenya Airways does a lot of its business hauling in passengers in the country. So, when you kill tourism because you are not serious about security in the country, you are directly killing Kenya Airways. The agricultural sector which also provides freight

services, is also dying a slow death. A problem we have in this country is a misplaced fetish for sectors of the economy that do not create true wealth. It is not a secret that powerful leaders in this country have invested extensively in financial services. As long as financial services are doing well and growing at 20 per cent and their shares in Safaricom are doing profits of Kshs30 billion or Kshs40 billion, they do not care what happens to the farmer or to the thousands of workers who rely on tourism. If the Government cannot fix issues of insecurity, if the Government cannot adequately and with the confidence revive the agricultural sector, even if Kenya Airways had the right strategy and even if we had to limit instances of interference, probably Kenya Airways would still struggle to get the numbers to hold on.

Madam Temporary Speaker, I wish to conclude by supporting the call that we need to set up a small team to get into the depth of this. I sit in the Committee for Transport and Roads and we, probably, could set up a focus team to look into this. There are so many Kenyans who have invested their hopes in terms of shares, but they have not received returns.

With those few remarks, I beg to support.

### ADJOURNMENT

**The Temporary Speaker** (Sen. Ongoro): Hon. Senators, it is now 6.30 p.m. and it is time to adjourn the Senate. The Senate, therefore, stands adjourned until Tuesday 12<sup>th</sup> May, 2015 at 2.30 p.m.

The Senate rose at 6.30 p.m.