

DAILY HANSARD

YOUR VOICE IN PARLIAMENT



THE SECOND MEETING OF THE THIRD SESSION OF THE TWELFTH PARLIAMENT

TUESDAY 29 MARCH 2022

MIXED VERSION

HANSARD NO: 205



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(Alliance for Progressives)

Hon. W. B. Mmolotsi, MP.	Francistown South
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Tuesday 29th March, 2022

THE ASSEMBLY met at 11:00 a.m.

(THE SPEAKER in the Chair)

PRAYERS

* * * *

MR SPEAKER (MR MOATLHODI): Good morning Honourable Members. Let us start our business of today with the Second Reading of the Civil Aviation (Amendment) Bill, 2021 (No. 30 of 2021).

BILL

CIVIL AVIATION (AMENDMENT) BILL,
2021 (NO. 30 OF 2021)

Second Reading

MINISTER OF TRANSPORT AND COMMUNICATIONS (MR SEGOKGO): *Ke a leboga* Mr Speaker, and a very good morning to you sir.

Mr Speaker, I beg to present the Civil Aviation (Amendment) Bill, 2021, which was published in the Government Gazette on the 5th November, 2021.

Mr Speaker, as a statutory body, the Civil Aviation Authority of Botswana (hereinafter the CAAB) has been conferred with the mandate to advise the Government of Botswana on all issues relating to civil aviation, as well as Botswana's obligations arising from the international Conventions to which Botswana is party. Civil Aviation Authority of Botswana (CAAB) must perform its functions in a manner consistent with the obligations of Botswana under the Chicago Convention and any other Agreement between Botswana and other countries. The Chicago Convention and its Standards and Recommended Practices (SARPS) are the bedrock of all international aviation regulatory framework. It is important to note here that the International Civil Aviation Organisation (ICAO) periodically issues new requirements and amendments to requirements contained in SARPS. Consequently, contracting states are required to periodically update their laws to bring them into conformity with all requirements issued by ICAO.

Mr Speaker, the last amendment of the Civil Aviation Act was in 2011. A period of 11 years has elapsed without aligning our legislation with new requirements issued by ICAO. In 2018, ICAO conducted a safety

audit in Botswana. The audit covered eight critical elements, including Critical Element Number 1 being State Legislation and Critical Element Number 2 being Regulations. In terms of Critical Element Number 1 Mr Speaker, the Civil Aviation Act was found to be defective in several areas, which I will touch on below:

- (i) Definitions
- (ii) Key responsibilities of the Civil Aviation Authority of Botswana were not specified in the Act.
- (iii) Alignment with key corporate governance principles
- (iv) Enhancement of provisions dealing with air navigation services and publication of aeronautical charts
- (v) Provision of aeronautical meteorology services.

Mr Speaker, I will now highlight the proposed amendments in the Bill, to close the gaps identified above:

Clauses 2 and 3 captures the omitted and updated definitions.

Clause 5 amends Section 8 of the Act by augmenting the functions of the Authority to include:

- establishment, co-ordination and maintenance of the State Safety Program
- includes performance of economic oversight of air services; and
- protection of consumer rights and promotion of fair trading practices
- Critical Elements of the State Safety Oversight Systems.

Clause 7 captures requirements of corporate governance and amends Section 29 of the Act by providing for the secretary to be appointed by the Board. Mr Speaker, in line with His Excellency the President's Reset Agenda, corporate governance is key in all our State Owned Enterprises (SOEs). The Civil Aviation (Amendment) seeks to align some of its legislative provisions and operations with principles of the King Code IV of Corporate Governance.

Clause 8 amends Section 40 of the Act by;

- providing for navigation facilities sufficient to facilitate international air navigation;



- adoption of appropriate standards systems of communication procedure; and
- collaboration in international measures to secure the publication of aeronautical maps and charts.

Clause 9 amends Section 41 of the Act by deleting the word “AIC” so that “AICs” (that is Aeronautical Information Circulars) published under the Act do not have legal force. Clause 10 amends Section 43 of the Act by removing the requirement that the Authority shall provide specified Aviation Meteorological Services as these are provided by the National Meteorological Services under the National Meteorological Service Act (Cap.65:08).

Clause 11 introduces new Section 44A to make provision for the documents such as certificate of registration, certificate of airworthiness and crew member licenses amongst others, to be kept on board of an aircraft.

Clause 12 amends Section 45 of the Act to provide that the Authority shall establish and maintain, not only a system for the national registration of aircraft but also rights and interests in an aircraft.

Clause 13 amends Section 58 of the Act to establish a Flight Safety Oversight Unit to carry out the responsibilities for licensing, certification and on-going inspections of aircraft aviation personnel and operators.

Clause 14 amends Section 60 of the Act to ensure that inspectors have unhindered access to any records and information belonging to or in relation to any aircraft, aerodrome and approved maintenance organisation, amongst others, required in the exercise of their surveillance or oversight functions.

Clause 15 amends Section 62 of the Act to provide for the obligations of state of registry pursuant to the agreement for the transfer of the functions and duties.

Clause 16 introduces Section 62A to provide for measures of assistance to aircraft in distress over Botswana airspace.

Clause 17 amends Section 64 of the Act to provide that the Authority rather than the Minister, shall be notified of the intention to erect or modify any building or other installations that may affect air navigation services.

Clause 18 amends Section 68 of the Act to provide that the Minister shall have jurisdiction over investigations of any civil aircraft accident or serious incident occurring in or over Botswana.

Clause 19 amends Section 70 of the Act to provide that the Director shall institute and conduct investigations into an accident or serious incident.

Clause 20 amends Section 72 of the Act to ensure that the Accident Investigation Authority has immediate and unhampered access and control over relevant materials or evidence for the purposes of investigating an accident or serious incident. The provision further requires persons involved in the operation of an aircraft to submit to medical examination tests, including pathological or toxicological tests.

Clause 21 amends Section 74 of the Act to provide that the Minister may cause the report of an investigation to be published.

Clause 22 amends Section 75 of the Act to provide, amongst others that the report of an investigation or any part of it shall be separate from, and shall not be admissible as, evidence in any legal, disciplinary or other proceedings.

Clause 23 introduces Section 75A to provide for voluntary and mandatory incident reporting system in order to facilitate the collection of information. The provision further provides for the protection of information and sources of such information.

Clause 24 amends Section 80 of the Act to make provision for persons aggrieved by the decisions of the Authority relating to compliance and enforcement related activities to also appeal against that decision to the Appeals Tribunal.

Clause 25 amends Section 89 of the Act to provide that the Minister shall also make regulations relating to the establishment and maintenance of the State Safety Program and the operation of remotely piloted aircraft.

Clause 26 amends Section 90 of the Act to require the Minister to act on the advice of the authority before issuing any exemptions under this Act. This section is further amended in order to provide for the exemptions to be granted to be in writing and to specify the time and when the aviation service provider is expected by the authority to fully comply.

Clause 27 introduces a new Section 91A to criminalise the use of weapons against aircrafts.

Clause 28 inserts a new schedule to the Act dealing with the Critical Elements (CEs) of the State Safety Oversight (SSO) System. I so move Mr Speaker.



MR SPEAKER: Order! Honourable Members, the matter is open for debate.

MR KEORAPETSE (SELEBI PHIKWE WEST): Mr Speaker, thank you so much for giving me this opportunity to air my views on the Civil Aviation (Amendment) Bill, 2021.

Three important points I wish to make. Mr Speaker, the aviation industry is one area in which we can create jobs and diversify this economy. Since Honourable Segokgo got into office, he looks like he is comfortable with following the script that he has inherited because I have not heard of any new ground-breaking changes in the sector to create more jobs and make the industry more profitable. We were expecting him to inform us on how he plans to get more airlines to land and take off here, how to increase revenue sources, and how he plans to maximise revenue generation at the airports. All we hear is lamentations in the past that airlines no longer come to Botswana, and that there is a struggle to collect fees from airlines that overfly Botswana airspace.

There is a need Honourable Minister to formulate a policy that allows for small domestic carriers to enter the market; this I have said before. CAAB needs to draft measures such as reduced landing, parking and navigation fees for small carriers; carriers that seemed to be utilised, underutilised airports like Selebi Phikwe, Gantsi, Francistown must be incentivised by offering them reduced passenger taxes, navigation fees, landing fees et cetera, as it is the case with budget airlines like your EasyJet, Ryanair, Mango, Kulula and others.

The Government through CAAB should genuinely liberalise the market, walk the talk on this matter Honourable Minister. CAAB should stop hindering new private carriers to operate on certain roads as a way to protect the Air Botswana monopoly. CAAB should also build an airstrip or airport in Letlhakane *la* Orapa or Orapa to allow new carriers to operate Gaborone to Letlhakane or Orapa area, which has some of the best paid employees in the country, working in the mines, with a lot of disposable income. It cannot be that it remains only accessible through private airstrips.

Coming to your Bill specifically, one ingredient of aviation safety is motivated staff. It is sad how you dealt with COVID-19 by placing some workers on effective unpaid leaves, and you applied no work no pay. I do not know any SOE, and I stand to be corrected, which has done what you have done at Air Botswana, somewhere

Botswana workers have lost properties as a result. I am advised you have lost a case before the Commissioner of Labour on this matter, it may be headed for the courts. So, please comply with the 6th August 2021 Court of Appeal judgement in a matter between Air Botswana and Air Botswana Employees' Union (ABEU). Pay all workers and not only those who are unionised or those who were litigants in the matter I have indicated. The not unionised workers have not been paid and you have not indicated whether you will pay them or not. So, I do not know whether you want them to go to court so that you can lose again and then be compelled to pay. As I have said in the beginning when addressing the Bill before us, one ingredient of aviation safety is motivated staff. I have watched air crash investigations, in which disgruntled staff was in some cases cause of accidents.

The Bill emanates as you have indicated, from the ICAO audit of 2018, and let us try to promptly respond to such audits. I do not think that we should be years late, you have been sitting on the report since 2019. If it was not for COVID-19, a follow-up by ICAO would have been in 2021; it was pushed back to 2022. So, really, there is no excuse why we are late because audit frequencies are no secret, they are at three year intervals.

On Clauses 18, 19, 20 to 22 you seem not to be conforming to international best practice. For instance, you are conferred with powers if this Bill is passed, to have authority over accident scenes. Director of Investigation Authority (DIA) will be in charge of investigation; well and good. It is also provided that there will be no use of this information as evidence in legal proceedings. That is okay because most aviation laws are crafted or are worded that way, but other similar laws elsewhere, which is a critical point, they make provisions for parallel investigations that go into looking at criminal liability. ICAO principles are that the spirit of accident investigation must not be to punish, but to gather facts which may aid aviation safety. In some circumstances, there may be criminal liability requiring prosecution, and the law must allow for that. Investigations should be done in parallel with law enforcement agencies so that in cases where there is criminal liability, prosecution can arise based on the report from the law enforcement agency, since the report from the DIA cannot be used in court. It is a point that I have said I agree with because other international aviation laws are crafted that way.

If you were to look at the American Congress, and I implore this Parliament to do the same, they established National Transportation Safety Board in 1967 as an



independent investigative agency of the United States (US), with the authority to investigate state and federal regulatory oversight of the transportation industries, and to identify the causes of accident to prevent similar accidents in the future. In short, to achieve its objective, congress granted the National Transportation Safety Board (NTSB) priority over any investigation by another department, agency or instrumentality of the US Government, but the grant of authority, my point, and that initially authority over the accident site and investigative activities did not mean exclusive authority. More precisely, congress added that the requirement that the NTSB provides for appropriate participation by other departments, agencies or instrumentalities in the investigation. So, importantly, congress permits investigations by other governmental entities to run simultaneously or parallel with the NTSB investigations. Specifically, congress expressly instructed that the statutory powers of the NTSB do not affect the authority of another department, agency or instrumentality of the Government to investigate an accident under applicable law or to obtain information directly from the parties involved in and witnesses to the accident.

Consequently, the other investigative entities may and frequently do run parallel criminal investigations and even prosecute underlying misconduct related to major accidents being investigated by the NTSB. Can we have similar provisions and capacity of law enforcement organs such as the police to make our skies safer.

The last point I wish to make; and I hope you got me on this one, that let us have parallel investigation and let us also capacitate the Botswana Police and other agencies so that they will be able to mount parallel investigations on accidents because the objective is to make our skies much safer.

On your powers, there is conflict of interest Honourable Minister. In other countries, the aviation regulator, CAAB and the accident investigator, the DIA, do not report to the same Minister like in the Botswana context. The accident investigator should be independent. Let us take hypothetical scenario Honourable Minister of an air accident involving Air Botswana Aircraft, and the DIA investigation points to lapses from Air Botswana and CAAB, there may be a possibility that you would have every reason for that report either not to be released or to be watered down, or to be in a particular way, and the only way to cure that conflict of interest, will be to make sure that the regulator which is the CAAB and the

accident investigator, DIA, do not report to you. The other one must report elsewhere, the other one must also report elsewhere.

As I have said, you will enlighten me on that scenario in terms of how would you avoid a conflict of interest if there is an air crash investigation involving Air Botswana aircraft and the report brings to lapses in both the Air Botswana and CAAB and my view is that we may not have a clean report as you may have every reason in that report to either be a classified report or to be watered down or to appear in a particular way. Otherwise, I do not have a problem with the Bill as it is, but I wish that such amendments could be made so that we are able to run parallel investigation to establish whether or not there is criminal liability in air crash or aircraft accidents. Thank you Right Honourable Speaker.

MR SPEAKER: Le rona re lebogile rraarona Motlotlegi Mopalamente wa Selebi Phikwe Bophirima. *Honourable Minister Monnakgotla in Tanzania.*

...Silence...

MR MAJAGA (NATA-GWETA): Ke a go leboga Motsamaisa Dipuisanyo tsa Palamente, *Honourable Moatlhodi.* Ke go dumedise le Batlotlegi Mapalamente. *Mr Speaker, this amendment Bill* e tsile ka nako e e lebanyeng, maloba re ne re fetisa mengwe ya melao mo Ntlong e, mme bontsi jwa yone, e mengwe e ne e amana le dikgang ka bontsi tsa borukutlhi jwa mafatshefatshe. E re o lebelela dikgang tsa melao e re neng re e fetisa *the first week*, e mengwe e le ya borukutlhi jwa mafatshefatshe, o bo o ka e amanya le kgang ya *amendment Bill* e e lebanyeng le tsa *civil aviation* kana tsa metsamao ya difofane, kana sepe se se tsamaelanang le tiriso kana difofane, jaaka mongwe a ka e baya ka Setswana.

Go a nyalana ka gore lefatshe fa re re, *we are living in a global village Mr Speaker*, re raya re bua jalo ka maranyane le ka lebaka la difofane jaaka maloba re ne re bona ofisi ya gago Motsamaisa Dipuisanyo tsa Palamente, le ile bokgakala koo, le ile go kopana le Dipalamente tse dingwe. Go lebane gore dilo tsa mofuta o kana dilo tse di amanang le difofane, melao ya tsone e nne ya seemo se se kwa godimo, mme re ka dira jalo fela ka gore Tona a bo a tla ka Ditshutiso kana *amendment Bills* go baakanya kana go tokafatsa melao ya gago gore e tsamaelane le seriti sa melao ya mafatshefatshe e e amanang le difofane.



Mr Speaker, fa o lebelela *Clauses* tse tsotlhe ka fa di kwadilweng ka teng, o ne o fitlhela e le gore fa gongwe *board* jaaka re e tle re itse gore *these parastatals are being run by a board* le Chief Executive Officer (CEO), e le banaleseabe ba batona go bona gore *the parastatal itself* e tsamaya sentle. Ditsamaiso tseo di tshwanetse gore di nne *clearly stated*, gore nnyaa, mme *board* e dira eng jaaka Tona a dirile, CEO o dira eng. Kwa mafatsheng a mangwe, re a tle re bone go nna le tlhakatlhakano. Fa e le gore go na le bothata jwa gore gongwe sefofane ka go tlhoka lesego, se nnile le bothata, o fitlhela o sa itse gore a motho yo o nang le tshwanelo ya go itsise lefatshe kana setšhaba, ke ba *board*, CEO kana ke mang fela jalo. Jaanong *these things* mo dinakong tse dithata tse, *they must be clearly stated as per these Clauses* ka fa di baakantsweng ka teng, gore Batswana ba nne le tshepho. Re ntse re le mo kgannyeng ya gore kana go ya pele, lefatshe le tshwana le Botswana, go ya go dirisiwa difofane go na le dikoloi. Jaaka re etle, re bone mafatshe a mangwe go diragala, mme le gone mo fela, go lebanye gore malatsinyana go ya tota kwa bo Gweta, Nata, Gantsi jalojalo, re na le *some airstrips*. In the future jaaka go tokafadiwa melao e e tshwanang le yone e, *those airstrips* jaaka ya Nata where they abandoned the site ba ba neng ba filwe tiro yone eo, di tshwanetse go tokafadiwa gore re tle re bone batho ba dirisa the aviation industry kana difofane for mesepele ya bone e e tshwanang le these holidays tse re a bong re le teng, le gone mo bojanaleng. Mo bojanaleng gompieno, re bona e le gore other big aviation industries jaaka ba bo Israel, they fly direct kwa bo Kasane.

Jaanong dilo tsone tse tsotlhe fa o di tsaya o di lebanya Tona, o bo o lebelela our Air Botswana le industry at large, o tshwanetse gore le wena o nne le gone go ka comply le the required standard, mme o simolola jalo ka go baakanya lephata pele le e leng gore ke lone la botsamaisi jwa difofane. Fa o ka lebelela mo this Bill Mr Speaker, kana ka 2011, Tona o ne a tla gape ka this Bill, a dira some amendments. Gompieno re mo go 2022, o tla ka amendments gape, mme bontsi e le Clauses tse ke ka se keng ka tsena mo go tsone ka bongwe ka bongwe.

Go na le Clause 17 Mr Speaker, e e lebaneng le Minister gore o ka dira dipe tse di rileng. This Clause Mr Speaker, ke batla go bua ka yone ka gore gangwe le gape o fitlhela e le gore in this industry, Tona e bong Rre Segokgo, o fitlhela mostly ba utlwala fela kwa Railways le kwa go tse dingwe jalojalo. O bo o fitlhela Batswana ka bontsi ba sa itse gore thulaganyo ya difofane e lebagane le mang. Re batla gore Clauses tse di tshwanang le tseo, di nne teng gore nako le nako Tona le ene a nne a le

mo seemong sa gore o ka lekodisa ka bo Air Botswana, jaaka a ne a ntse a lebojiwa ke bakaulengwe ba ba mo komiting ya gagwe, a lekodisa ka tsa diterena le eng. Le e ga se gore ga e ka ke ya dira dikotsi, re a bo re rapela Modimo gore Air Botswana e nne mo seemong se se ntseng jang. Jaanong le yone le fa e sa dire dikotsi, ga o a tshwanela go lekodisa tsa bo Railways fela, le e o tshwanetse gore o nne o bonwa o lekodisa tse tsotlhe, batho ba itse gore diphetogo tse di rileng ke eng, ke eng. O lekodise Batswana Tona, mo forums tsotlhe tse o ttholang o di dirisa tse di mo lephateng la gago.

Ka jalo, I stand to support this Amendment Bill. Melao ya mafatshe jaaka gompieno re bona go diragala, go na le control e tona ya the skies. We are in the Southern African Development Community (SADC) Region, le rona fa go nna le sepe se se rileng, re tshwanetse gore re nne le seabe, mme ga re ka ke ra nna le seabe sa go laola our skies, go sena epe melao in the aviation industry mo lefatsheng la Botswana. Maloba re ne re utlwa bangwe ba batla go bua le ka mabala a rona, a mangwe a e leng a sesole, a mangwe ke a eng. Tomagano eo re tshwanetse re e itse Honourable Minister, gore go tsamaya jang. Tsotlhe tse di amanang le mabala, a ke a sesole a re nang le one, a bo Air Botswana jaaka bo Kasane le kwa kae, o na le thata mo go one, re lebeletse loapi. Ke dilo tse nako fa e ntse e tsamaya, re tshwanetse gore re di itse fela jaaka re itse ditsela. Batswana ba itse ditsela tsa lefatshe lotlhe, mme le mesepele ya difofane le yone, because we are a global village, ba tshwanetse gore dilo tseo ba di itse Tona.

Mr Speaker, let me stand to support this important Bill gore e bo e tlele ka nako, e bile during challenging and trying times. I support the Amendment Bill Mr Speaker, I rest my case.

MR BOKO (MAHALAPYE EAST): Thank you Mr Speaker. Let me take this time go go lebogela go bo o mphile sebaka se. Ke dumedise Batlotlegi Mapalamente, le nna ke nne le nako to respond to the Bill that is before us, under the heading, “Botswana’s untapped opportunities in the airspace.”

Mr Speaker, I had an opportunity to go through the Bill yesterday night and this morning, to fully appreciate what the Bill is about. I have been able to discuss it with those who are knowledgeable in this area of aviation.

Mr Speaker, these amendments come at a time when local aviation industry experts long pointed out the need to invest in the country’s airspace, as a vital aspect in



enabling Botswana to have a strategic advantage over some of its neighbours. Mr Speaker, you will recall very well that about 12 years ago, the Botswana Civil Aviation Authority took a bold decision to liberalise the country's airspace. Mr Speaker, that was a move that was met with optimism. Liberalisation was expected to not only improve choice and delivery of air services, but also to complement the tourism business and other sectors. You will recall quite well Mr Speaker, that the nation was told at the time that liberalisation will effectively allow private air carriers as opposed to state-owned, in the case of Air Botswana, to operate scheduled services to various domestic points. To date Mr Speaker, the nation has not fully enjoyed the liberalisation. We still have the poorly run Air Botswana dominating the local airspace Mr Speaker.

Once in a while, we hear about chartered flights domestically, and we are yet to witness scheduled flights, for instance between Gaborone and Maun or Maun and Ghanzi Region. This is a sign that our Civil Aviation Sector is not growing. It is not growing at all, it is stagnant and there is little or no hope, but we hope that the new Minister will turn the tables around and something positive will come from his able hands.

As a matter of fact Mr Speaker, lately there has been a reversal of the little gains that were made by this sector. Mr Speaker, you will recall that sometimes in September 2019, Kenya Airways moved into operating a direct flight to Nairobi. Where is Kenya Airways now? The same thing can be asked about Air Namibia which also operated a flight between Windhoek, that is in Namibia, Gaborone and Durban which is in South Africa. In short Mr Speaker, there is limited growth in terms of attracting and retaining new players in the Civil Aviation Sector, and this says a lot about either our regulator or the country marketers. This has to change, and it has to change now.

Mr Speaker, the stagnant growth does not only harm the national economy or *fiscus* in terms of limited receipts of taxes among other things, but also makes life very difficult for a few Batswana whose pockets allow them to fly. We know very well how it is expensive to fly between Gaborone and Maun or between Maun and Kasane. The general expectation was that the liberalisation of the airspace will increase competition, and therefore reduce air prices which have in the past have made it difficult because they have been very high. For a long time in our country Mr Speaker, the prices have been very high, making it expensive for sectors like the tourism

to expand. I will give you an example Mr Speaker, in South Africa, one can buy air ticket to travel between Johannesburg and Cape Town for as little as R350. It is a fact, and it cannot be disputed. This is a distance of over 1300 kilometres, but in our beloved country Botswana, a return trip between Maun and Gaborone which is less than 1000 km cost over P2000. This is mainly linked to limited options that we have here.

Mr Speaker, ever since the so-called liberalisation, frequencies of domestic flights has not increased and dependency on one national carrier is the chorus we are still singing, and I must emphasise that it is an extremely boring chorus that we continue to sing Mr Speaker. Mr Speaker, I am highlighting all these issues because the amendments before us today are not signalling any positive intent to provide any direction and structure to the Aviation Sector. There are mainly meant to over-regulate, and as usual give more powers to one man, the Minister himself.

As seen on the amendments, the new law provides that the Minister shall have jurisdiction over investigation of any civil aircraft accident. This Mr Speaker, could come with more trouble. One would have hoped that the ministry would be much more concerned about the failure, its failure to ensure growth in the Civil Aviation Sector, more especially domestic flights.

From where I stand Mr Speaker, the Government's ownership of the national carrier negatively influences policy decision and has cost the taxpayers millions of Pulas over the past years. That is why the main concern now should be, how do we make sure that the we truly open up airspace for domestic flights without holding ourselves back because we would hurt Air Botswana? In short Mr Speaker...

...Silence...

MR SPEAKER: Honourable Boko, did we lose you?

MR BOKO: I am here Mr Speaker, I was still drinking water, sorry about that. In short Mr Speaker, progressive law amendment should not only be about giving powers to one man, but also to ensure that we have a long-term roadmap for developing our centrally located country as a significant player in the aviation market of Africa.

That is all I had Mr Speaker, I hope that Minister was taking notes as I have been debating this Bill. We hope that since you are a new broom, you will sweep clean. That is all for me Mr Speaker. Thank you for giving this opportunity and for being a good father that you are of recent. Thank you Mr Speaker.



ASSISTANT MINISTER OF LOCAL GOVERNMENT AND RURAL DEVELOPMENT (MS MONNAKGOTLA):

Thank you Mr Speaker go bo o mphile sebaka se gore ke akgele ka paakanyo molao o. Ke nako ya gore tota re lebelele melao e e ntseng jaana ya *civil aviation* re le Palamente. Ke ema Tona nokeng mme ke re molao o wa *civil aviation*, ke nako ya gore re o baakanye gore o bo o tsamaelana le wa boditšhabatšhaba wa ICAO.

Mr Speaker, safety ke selo se se botlhokwa mme e bile se ama matshelo le botsogo jwa batho. Fela jaaka re itse, go botlhokwa gore *inspection* e e dirwe, re golole ba ba e dirang, ba sekaseke dibuka tsa *maintenance* wa difofane. Ba di tlhole ka botswerere ba bone gore *safety* e tla pele. Golo mo go tlile go fokotsa dikotsi *Mr Speaker*. Gape go tlile go fokotsa go ka tsenya matshelo a batho mo diphatseng. Ke sone se o bonang ke re paakanyo molao e e botlhokwa, ke e ema nokeng. Paakanyo molao e e tlile go re thusa ka gore e tlile go dira gore le difofane tse di ntseng di eletsa go tla kwano tse di tshwanang le bo Etihad le Qantas di tlile go bonala ka kwano.

Re le lefatshe la Botswana, re a itse gore re dinatla e bile re batla go bona gore re a *export*. Gore re kgone *to export*, ke fa difofane tse di tshwanang bo Etihad le bo Qantas di tla ka kwano. Di tla ka kwano fa e le gore paakanyo molao e teng. Ke sone se o bonang ke re kana le bone ba lebelela *safety* pele gore mme fa re re ya kwa Botswana, a mme tota *safety* e teng? A mme tlhokomelo sentle ya batho le dilo tse dintsi e teng?

Re le Mapalamente, o fitlhela re bua ka letlhoko la ditiro fela thata mme ke yone nako ya go bona gore re a rua, re a lema. Re nne le *export* gore difofane tse di tswang kwa ntle di tle go tsaya di neele batho re bone madi, letlhoko la ditiro le fokotsege *Mr Speaker*.

Ke tlaa boa gape ke tshwara e nngwe. Re a itse gore ka ngwaga ole wa 2014 go kile ga nna le gore sefofane sengwe sa Air Malaysia sa MH370 se se neng sa nyelela. Le gompiano jaana lefatshe ga le na *answer* mme ga re batle dilo tse di ntseng jalo. Re tshwanetse go tshamalatsa dilo fela jaana.

Mr Speaker, fa re bua ka *international airports* tse di tshwanang le bo Maun le Kasane, re bua ka mafelo a bojanala. Re a itse gore mo bojanaleng go batlega *safety*, ba a itse gore *safety* ya bone e tshwanetse go tla pele.

Nako le nako fa Mapalamente ba bua, ba bua ka letlhoko la ditiro. Bajanala fa ba tla ba oketsega, letlhoko la ditiro le tlaa fokotsega *Mr Speaker*. Ke sone se o bonang go le

botlhokwa go bona gore a mme *maintenance* le *safety* ya bajanala ba rona di *in place*.

Mma ke tsene kwa kgaolong ele ya Kgalagadi North, re na le *airstrips* *Mr Speaker*. Le tsone fela jalo di tlhokana le *safety* le tlhokomelo. Gore ke bone gore molao o ke one, ke tlaa bona Tona Segokgo a tsaya *airstrip* e e fa gare ga motse wa Hukuntsi e ya kwa e filweng *plot* teng. Ke gone ke tlaa dumelang gore molao o ke wa maemo a ntlha, re lebeletse *safety* ya batho. *Airstrips* tse di kwa Hukuntsi le Kang ga di na *fence*, dipodi di tsena fela, bana ba feta fela mme ke re a re tsenye selo se leitlho. Selo se fa se ka tsenngwa leitlho, Tshutiso e fa e sekasekwa ke ka a fa Tona maemo a ntlha gore jaanong o tlaabo gore o dira sentle. Morafe kwa Kgalagadi North o sale o lela ka yone *airstrip* ele gore ga e a nna sentle.

Fa difofane tse di tlang go tsaya balwetse di tla kwa *airstrip*, bana ba tla ba siane ka gore ga e na terata mme e bile e le fa gare ga motse. Le yone ga e a siama. Ke sone se o bonang ke re re tle go lebelela Tshutiso e mme e bile Tona re go *support* gore dilo tse di ntseng jaana re tle re kgone go di baakanya.

Fa re lebeletse *safety*, a re se ka ra lebelela fela le *airports*, re lebelele le *shops* tse di mo teng ga *airports* fela jalo gore di tlhokomelesege. A re bone gore ba sala molao wa *aviation* morago. Selo se se botlhokwa. Go botlhokwa gore o lebelele batho ba ba dirang *business* mo teng ga *airport* gore a mme ba dira dikgwebo tsa bone *according to the aviation safety*. Re a itse gore go na le bo *taxi, shops* le ba ditlhaeletsanyo. Lebelela selo se Tona o bone gore a ba sala melao ya *safety* morago. Fela jaaka le wena gompiano jaana o le Tona ya Dipalamo, re a itse gore le fa e le kwa ditseleng golo mo go a lebelelwa. Le bone ba dipalamo tsa setšhaba, di a tlholwa le tsone fela jaaka le tsone difofane le madirelo a bone di tlholwa. Tona, ke go ema nokeng mo molaong o mme a re tswelele. Ke a leboga *Mr Speaker*.

MR SPEAKER: Thank you very much Honourable Minister. The big thank you goes to our technocrats that keep ensuring that our bandwidth between the outside countries continue to be very strong and audible. *Tanki bongwanaka. Motlotlegi Mopalamente wa Palapye.*

MR RAMOGAPI (PALAPYE): Ke a go leboga Rre RraNkamo. Motsamaisa Dipuisanyo tsa gompiano, mma ke go dumedise. Ke simolole fela ka gore Tona ke ema jaana rraetsho, ke go eme nokeng ka Molao-kakanyetso o o botlhokwa o, o o baya fa pele ga Ntlo e.



Ke supe fela gore selo sa ntlha ke kgatlhilwe ke kgang e o e buang o re go nne le *fair competition* ka gore tota go le gantsi re kgona go bona gore ga gona *fair competition*. O tlaa fitlhela e le gore go sale jaaka go nnile yone Air Botswana fela e le nosi, mme kana *competition* e e raya dilo di le dintsi thata. Go na le kgang ya *prices* gore fa sefofane se tla se kotama mo lebaleng, o tlaa fitlhela e le gore se sa *private sector*, se lopiwa madi fela a a gaggamatsang. Ke ka go fa sekai jaaka sefofane sa Botswana sa Umbrella for Democratic Change (UDC) nako e nneng Rre Duma Boko a ntse a tsamaya le lefatshe le lotlhe re ipapatsa, ba ne ba lopiwa madi fela a a gaggamatsang, a e bileng re bona gore ke mo gotweng *unfair competition*.

Ga se moo fela *Honourable Minister*, ke batla gore ke go tlhagise ka ntlha e nngwe gape e e neng e supa *unfair competition*. Ga se ba *aviation directly*, mme kana ba wela ka fa tlase ga lephata la gago. E rile fa UDC e ya kwa Maun *to launch its manifesto*, go bo go raya gore difofane tsa Air Botswana tsotlhe fela, ba bo ba lebaganya le gone foo gotwe jaanong Air Botswana ka nako e, ga e sa tlhole e ya kwa Maun. Golo mo fela kana *Mr Speaker*, re go bitsa *unfair competition*. Ga go a siama gore go bo go lebagannngwa fela le gore UDC ka gore *is going to launch manifesto* kwa Maun, a ba kganelwe, ba se ka ba kgona go palama Air Botswana ba ya kwa Maun. Ba ne ba felela ba dirisa difofane tse e leng tsa bone, tse ke reng gape fa ba di dirisa ba nna fa fatshe, go tura moturo o o gaggamatsang. Dilo tse di ele tlhoko morwaarra jaaka re go eme nokeng jaana.

Kgang ya *safety* e sa le e simologa thata ka ngwaga ole *after September 11* kwa America, *after bombing of the Twin Towers Buildings* tse di neng di le ditonatona tsele. Go bo go raya gore jaanong kgang ya *safety* kgapetsakgapetsa re a e bua gore a re lekeng go baakanya mo ka gore go ne go re rutile sengwe. Ke kgang e re e amogelang rraetsho gore a *safety* e ya batho e nne teng.

E bile gape kana malatsing a fa re bua ka *safety*, le se ka la akanya dilo tse ditona fela. Re gakologelwe gore ka nako ya *September 11*, ba ne ba tsere dithipa fela tse di tshesanyane fela ba bo ba re re le kgaola ditlhogo. Go bo go raya gore ba tseela *pilots* difofane go kgweetsa bone, jalojalo. Ke dingwe tsa dilo tse re reng di gagamadiwe.

Go na le kgang e nngwe gape rraetsho e tshwenyang ya *safety*; go na le selo mo sefofaneng gatwe se bidiwa *box*. Sekapa mantswe sone se gotweng *box* se se nnang mo sefofaneng, fela fa o ka utlwa gotwe sefofane se nyeletse, *box* le yone e a nyelela. Tona gagamatsa golo

foo, thiba leroba leo. Sefofane se ka bonwa, *box* e a nyelela. Re ka di latedisa go tswa bogologolo nako e e neng Samora Machel sefofane sa gagwe se thubakana kwa South Africa, go kile gatwe go batliwa *box*, ya nyelela e e kapang mantswe.

Sa Malaysia le sone se nyeletse, kgantele gatwe go bonwe lefukanyana fale, *box* e nyeletse le gompiano. Kana fa o bona *boxes* di nyelela jaana, go a bo go na le letsogo le lengwe la boraro le gantsi batho ba belaelang gore gongwe e ya bo e le *spies* tse di farologanyeng jaaka mo lefatsheng la rona; ga ke a re bone, a ko le nkutlwe sentle. Jaaka mo lefatsheng la rona re na le bo Directorate of Intelligence and Security (DIS) jaana, ba bangwe ba tle ba akanye gore gongwe *spies* tsa mafatshe a mangwe one ao, e ya bo e le bone ba ba dirileng tiro eo, ba ba nang le boitseanape jo bo kwa godimo thata jwa gore ba ka tsaya tsone *boxes* tseo. Rraetsho, fa le ka se ka la akofela kgang e, e tlaa re kgantele go tle mo lefatsheng la Botswana *boxes* tsone tseo di nyelele tsa dikapa mantswe.

Tona, ke tswelala ke ntse ke go ema nokeng ke re ela tlhoko kgang e nngwe e e leng gore e re ntswa ke ratile fa gotweng go ntshiwa Tona jaanong. Sekai; gotwe kana *report* e tlaa ntshiwa ke *authority*, ke gore go ntshiwa Tona kgapetsakgapetsa, ke ditlhabololo tse re bonang di siame. Go na le fa gongwe fa go segisang lesokolelanyana; *Clause 21*, e e buang gore kana *Minister will publicise report*. Kana *publicising of the report*, fa *Minister* e kare pego ya tla a bo a fitlhela ke go fa sekai fela; e le gore DIS kana ke yone e e dirileng gore sefofane sele se phatlakannngwe, kana go ya go nna le mathata ka gore o tshwanelwa ke gore a sireletse DIS gape. Dilo tse bogolo gotwe a lephata e nne lone le le anamisang *report*, go nne le ba ba emeng ba le nosi. Re se ka ra golega Tona wa Modimo ra nna ra re ke eng a sa e anamise.

Fa ke taboga ka bonako rraetsho ke re, lefatshe la Ethiopia; Ethiopian Airways e godile ka tsela e e gaggamatsang. A ko le kopise mo go bone, le rona re bone gore Air Botswana ya rona e ka se ke e gole ka lebelo le le gaggamatsang go dira ditiro jaaka Ethiopian Airways e kile ya dira.

Gape kana Lephata le la *Civil Aviation* la gago le, tota le a sokola *financially*, le sokola fela thata ka fa mading, le bo le palelwe ke go duela babereki ka nako. Ntlha e le yone rraetsho, e tsenye leitlho ka gore *it can compromise security* sa difofane fa e le gore batho ba tlaabo ba bereka ba le *demoralised*.



E bile gape ke ne ke kopa go itse gore a ko le leke gore lephata le le ntseng jaana la gago, go nne le *counselling* e e dirwang malatsi otlhe, go nne le batho ba ba *professional* ba ba hirelwang *counselling*. Ke tlaa go gakolola Tona; ka sengwe sebaka go kile ga nna le *pilot* mongwe a tsaya sefofane a fofisa mo godimo ga Gaborone a re ke a patlhakanya, ka gone go tlhoka *counselling* mo re nang le gone. Dilo tse a re di akofeleng, re bone gore re a di baakanya.

E bile gape Tona kana kgang e e botlhokwatlhokwa ke gone gore Palapye ke one motse wa ntlha o o dira *airstrip*. O bale ditso, ke one motse wa ntlha go nna le *airstrip* mme *up to now* Tona, o sa le o re solofetsa gore o tlaa e aga mo Palapye. La e tsaya la re le tlaa e isa ka fa Morupule, *airstrip* e ntse ga e yo ka fa Morupule. Batho ba duelwa masimo a bone go sa twe *airstrip*, jaanong gotwe go tlaa nna le *airport* gone ka fa Morupule. Batho ba setse ba duetswe madi, masimo ba phimotswe keledi mme ga felela go busiwa gotwe kana jaanong golo foo go ya go nna Morupule, a re e beyeng fa re ka e bayang teng; madi a teng a dule. Ya tsewa jaanong gatwe re tlaa e busetsa gone fa e ntseng e le teng. Tona, o kare golo fa jaanong o lebetse batho ba Palapye. E kile ya re ke go botsa potso, wa tla fela sentle wa re tota *airport* e tlaa tla, e bile e tla nna gone fa e neng e le teng. Motlokwa, Thakadu ya gaetsho, a ko o gakologelwe batho ba Palapye jaaka o bona ke go eme nokeng ka pelo yotlhe jaana, ke direla gore melao e e re fa e tla jaana, batho ba Palapye ba e akole, ba bone gore golo fa re na le Mopalamente le Thakadu wa rona Rraetsho Segokgo o re eme nokeng. Rraetsho, kgang e nngwe ke gone gore kana Motswana o kile a iteka a re o dira sefofane mme melao e jaaka o ntse o bua ka bo *fair competition* le go rotloetsa Batswana ...(*Inaudible*)... ke tsaya gore le tshwanelwa ke go mmatlha, le bone gore Motswana yo le ntse le a mo rotloetsa go tswelela a dira difofane, a dira se segolwanyane kana a simolotse ka se sennyennyane.

Kgang e nngwe e e ntshwenyang ya *security* Tona ke gore, fa Tautona wa lefatshe la America a tla mo lefatsheng la Botswana, *communication* ya lephata la lona, go nna le gone gore ba e dige yotlhe go bo go sala e le gore go bua bone fela. Golo mo o kare le go lesa fela gore jaanong go tlaabo go sireletsegile bone ka kwa, rona ba lefatshe la rona ba tlaabo ba sa sireletsega. Golo moo o go tlhotlhomise thata. Ke bua ka dilo tse e leng gore fa re ntse re tlhotlhomisa, gatwe go kile ga diragala nako e Tautona wa America a neng a kgabolela mo lefatsheng la Botswana. Golo mo rraetsho go maswe thata fa e le gore re ka tswelela jalo.

Re na le go utlwa dikgang Tona gotwe America e dirile lebala le le tona la ntwana ka kwano gore e tle e tlhasele mafatshe a a bapileng le lone, gone kwa Mapharangwane. Dikgang tse Tona, fa o ntse o feta jaana, dinako tse dingwe ga re o di tlhatswe fela gore nnyaa bagaetsho, boammaaruri jwa dikgang tse ke tse, ka gore fa di...

MR SPEAKER: Ga le kgaole Morena? A ga le kgaole Rraago Kago?

MR RAMOGAPI: Ke kgaogile?

MR SPEAKER: Nnyaa, ke ne ke re nako ya lona ke yone e kgaogileng Morena wa me.

MR RAMOGAPI: Nnyaa, nte ke latlhele e nngwefela tlhe. Diphologolo mong wa me, batho ba utswa diphologolo ka difofane; ka *helicopters*, ba tsaya fela ba isa ka kwa ba tsaya. *Let us search them*. Sekai fela ke sone sa gore le ka nako ya COVID-19, batho ba ba nang le difofane ba ne ba tsamaya fela bone go sa batliwe *permits* mo go bone.

Ke digetse Botate, ke a go leboga thata, a Modimo a go segofatse.

MR SPEAKER: Amen.

ASSISTANT MINISTER OF AGRICULTURAL DEVELOPMENT AND FOOD SECURITY (MR MOLEBATSII): Ke a go leboga *Mr Speaker*, dumela mo mosong ono, dumelang Batlotlegi.

Mr Speaker, nte ke simolole fela ka gore ke lebogetse lefatshe le la Botswana gore le bo le le leloko la ICAO. Ra bo re le *a member state, a contracting state*, gore le rona fela jaaka mafatshe a a tlhabologileng, e bo e le gore re fiwa ditaelo kana *guidance* e e leng gore ke ya boitsaanape jo bo rileng jo bo kwa godimo. Ke yone ICAO, ba re neela *standard and recommended practice* jaaka rre a ne a di bua, tse di thusang gore re bo re tsamaisa difofane tsa rona, e le gore *we manage airports* tsa rona. Kana tiro e ga go tshwane le *to manage bus* fela ya AT&T e e tsamayang mo tseleng ya Mahalapye-Gaborone. *Bus* fa go nna le mathata, fa e wa, e kgona gore bangwe batho ba se ka ba golafala kana bangwe ba tswe. Fa e le *plane* e nna le mathata e le kwa godimo, e le sefofane, batho ba teng ka boammaaruri mo Modimong, ga se gantsi ba tshela, e bile ba tsamaya botlhe. Jaanong go tlhokafala gore re nne le *guidance* ya boitsaanape jone joo, re ka se ke re nne le jone mo lefatsheng la rona dinako tsotlhe.



Jaaka Tona a ne a bua ke gore, kana dilo di a fetoga, fa dilo di ntse di tsamaya, ba ICAO ba nna ba ntsha *recommendations* gore nnyaa, fetolang, dirang dilo ka tsela e e ntseng jaana gore le kgone gore le tsamaisane le se se diragalang mo lefatsheng. Nte ke fe sekai, COVID-19 e fetotse ka fa re tshelang ka teng. Re a dumela gore go na le *Information Packages*, mo gotweng iPacks tse di tswang kwa ICAO, tse di buang gore mo *airports* batho ba itseye ka tsela e e ntseng jang, go folwe *lines* jang, *flying machines* e pagangwe jang. Ga re ka ke ra nna sejaro re le lefatsheng ra se ka ra dira se e leng gore mafatshe a mangwe a a se dira, ka gore fa re ka dira jalo, batho ba ka tshaba go dirisa difofane tsa rona, ba ka tshaba go tla le mo *airport* tsa rona.

Ke ne ke re ke rotloetse Tona, ke gatelele e gore Tona, *align yourself*, kana tsamaisanya le melao ya ICAO, fa go tla segolobogolo ka bo COVID-19 ka gore e le neela mo gotweng Implementation Packages (iPacks), ke a itse moo, gore COVID-19 go ya kwa pele, dirang jaana. A re se ka ra nna le ga rona mo e leng gore ga go tshwane le ga ba bangwe ka gore go tlaa kganela batho gore ba tle kwano, go tlaa dira gore le *investment* ya rona jaanong se re reng re a se dira re re re tlisa bagwebi le bajanala, go dire gore ba palelwe ke go tla kwano.

Sa bobedi gape ke re, inakanye le *technology* ya bone ka gore ba fa *guidance* ka gore *technology* re dirise eng. Gompiano nna ka tiro ya Puso, ke tlaabo ke ya Ghana beke e e tlang, ke tshwanetse ke tsamae ke tshwere karata e ya me ya COVID-19 ya mokento one o, le ya *yellow fever*. Ga re sa tlhole re le foo Tona, re setse jaanong re tsamaya ka *machine readable cards*, tse e leng gore *machine* o di bala fela o bo o kgona go feta mo *airports*. Re tshwanetse re bo re tsamaela gone moo, ke yone *alignment* e ke e buang ya gore batho ba tlaa tshepha jang e e tlang fela e tla e saennwe ke Dr Machacha e le *signature* ya gagwe fela. Dilo tse dingwe tse e leng gore *technology* e a dirisiwa, bo Virtual Dedicated Server (VDS) *technology*, ke yone e e leng gore ba a e *recommend* gore re tsamaele gone koo.

Mr Speaker, pele ga ke tsena mo go tsone ditshetlana tse Tona a neng a re re di lebelebe, re di sekaseke, ke tlhalose fela mosola wa melao yone e kana wa *Civil Aviation*, tiriso ya difofane, *regulating them* le *airports*. Motho fa a goroga mo lefatsheng, o gorogela mo *airport*, segolobogolo ba re ba batlang ba re reng ke *investors*. Jaanong fa *airport* e sa siama, e le makgaphila, e na le badiredi ba e leng gore ga ba thuse batho sentle, mmeetsi o tla gangwe fela a bo a tshabela ruri. Gape *when you plan a trip abroad*, sa ntlha fela *you look at*

the quality of the airports tse o yang kwa go tsone. Kwa ke reng ke ya teng, ke ka *connect* kwa Kenya, kana kwa Ethiopia. Mo go tsone tse pedi tse, ke tlhophile e nngwe ka gore ke itse gore koo e tlaa re fa ke re ke reka *burger* mo *airport*, ke bo ke itse gore ga ke reke *burger* e e *stale* kana e e senyegileng. Ke tlaabo ke itse gore fa ke ya go nna gone kwa, fa ke nna mo setilong kwa *airport* eo, ke nna setilo se se *comfortable*. Ke sone se o bonang go na le *the airport quality* e re reng ke *organisation* e gotweng Skytrax *that rates our airport* gore *airports* mo Africa *the best airport is* Cape Town International. Mo mafatsheng ke *airport* e e kwa Doha, e bitswa a Hamad International Airport (HIA). Go lebiwa tsone dilo tse. Dilo tse fela ka botsone di tlisa kana di oka babeetsi. Fa mmeetsi fela a tsena a fitlhela o fola jaaka gongwe kwa Maun, ka ga ke itse gore a go baakantswe, mme *...(Inaudible)...* batho ba kgona gore ba bo ba nna le mo letsatsing kwa ntle ba emetse go tempisa di *passport*, ga go ka ke ga siama go ntse jalo, go tlaa re kobela batho. Ke sone se e leng gore lerato la lefatsheng, *airport* ke yone *face* ya lefatsheng, ke yone e e supang gore lefatsheng ke la batho ba ba ntseng jang, ba sekono, le *security* ya lefatsheng re e bona kwa *airport*. Fa o tsena mo *airport*, jaaka ke kile ka ya kwa lefatsheng le lengwe, o kopana le a *security officer* a tshwere AK47, a apere diphathaphata, o bo o ipotsa gore a mme tota ene yo o ka ntlhokomela. *That security* mma re e bone fela o tsena kwa *airport*, motho a bone gore o *secure* fela fa a tsena

Ke tsena gone kwa melaong ka nako ke e jaanong e a tshaya, gore *I will pick clauses* dingwe tse ke neng ke bona o kare ke ka akgela mo go tsone. *Clause 5...*

HONOURABLE MEMBER: *...(Inaudible)...*

MR MOLEBATSI: Ga go na nako eo rraetsho.

Clause 5 e bua ka *protection of consumer rights*. Molao o o bua ka gore le tlaa *protect consumer rights*. *Flights that are cancelled*; batho ba le kwa *airport*, *flights* di bo di nna *cancelled*. Batho ba tshwanetse gore ba ye *to connect* kwa Johannesburg, *flight* e a diega e bo e le gore e tlhakathakanya *connecting flights* tsa bone kwa, go bo go sa nne le sepe fela se motho a ka atswiwang ka sone. Gone moo fela ke gore mo *consumer rights*, motho wa Modimo fela a rekile *ticket* a ne e le gore o ya golo gongwe, o tswa kwa Francistown ka Air Botswana ka 12 *midnight*. Gone moo ke go gataka ditshwanelo tsa moreki ka gore ene mo *tickets* o itse gore o rekile *ticket* e e tlang ka 2:00 p.m. Ke sone se re tshwanetseng gore re se bue.



O ne o bua gape gore *the aeronautical maps and charts* di tlaa ntshiwa. Ke tshwanetse gore fa ke pagama *flying machine*, ke bo ke itse gore a go diphefo, mo loaping go ntse jang, a go na le kgalapotsane mo loaping, letsatsi, gore fa e le gore ke a tshaba, ke boe gone foo.

Section 17 e ne e bua ka *navigation services installations* tse di leng teng. Ke go bolelele Tona gore go na le golo gatwe *towers* tsa Mascom le Orange segolobogolo monngame, ga di na *aviation rights. Helicopter* e kgona gore e thule dilo tseo ka gore ga go na yo o tlhokomelang gore a dilo tseo di na le dipone kwa godimodimo tse di supang jalo.

O ne o bua le ka *to publish accidents, results*, ee, go tshwanetse, kana *accidents* tsa *flying machines* di dintsi mo lefatsheng le. *Clause 20* e ne e re, “*the provision further requires the persons involved in the operation of an aircraft to submit medical examination tests,*” mme golo moo go a tlhokafala. Kana *flying machine* e nngwe e kile ya wa ya Angola, e tswa mo Mozambique, e simolotse go wa e tsamaya mo loaping la Botswana. Go ne gotwe *Captain* o ne a tswa fela a ya go lotlelela yo mongwe kwa ntle, a bo a simolola a ...*(Inaudible)*... *controls*, a diga *plane*. Motho yo fa go ya go lemogiwa, o ne a na le *stress*, mme le bo le mo letlelela gore a tsene mo *flying machine*. Fa a ya go ipolaya, ga a ipolaye a le nosi, o bolaya setšhaba.

Medical exams; batho ba *especially pilots* ba tshwanetse gore re ba tlhole, re bone gore ba itekanetse *periodically*, pele ga ba tsena mo *flying machines* le bolwetse fela, *those medical checks*, mme jaanong mo *Clause 20*, ke bona o kare wa re o tlaa di batla fela fa go sena go nna le kotsi, mme go batla gore o di batle le *before* kotsi.

E e buang ka *remotely piloted aircrafts* e botlhokwa. Rona kana kwa lephateng la rona la temothuo, nna le Tona Gare, re eme ka dinao, re batla go simolola go thusa balemisi le bakenti ka go isa melemo ka *drones* tsone tse, di re tlholele gore *pests* di kae mo masimong a rona, di ye kwa dikgomong tsa ga Motsamai, di ye go bona gore mathata ke eng. Jaanong tsone tseo, go batla o na le *regulations* tse gongwe dilo tsa rona di tlogang di ya go thulana le tsa bo DIS, mapodise kana masole mo tseleng. Fa go na le *regulations* jaaka go buiwa mo *Clause 20* e o e baakanyang gore o tlaa nna o *establish regulations*, a di simolole gompiano, re se ka ra salela kwa morago, o fitlhela re batla go isa *drones* koo, re ya go tlhola gore ditapole di tsamaya fa kae gore di tsene mo mmaketeng. E re fa re bua, re bo re bua se se teng re se bona. E le gore ke gone kwa lefatsheng

tsamaelang teng, Fourth Industrial Revolution (4IR), o re thuse, re tsamaele gone koo le rona, segolobogolo kwa temothuong ka gore gone koo, re a e fetola e nna kgwebo e e tsamaelanang le maranyane.

Ya bofelo ke yone ya *report on investigations tsa accidents*; ee, a di tle, ga ke itse gore a go kile ga nna le *report ya investigation ya aircraft accident* e e neng ya bolaya Dr Meyer wa kwa BCL ya Wenela kwa Francistown. A dilo tse di nne, e seng gone nako yone eo fela, ke *history*, bana ba tle ba ithute ka tsone gore kwa Wenela ka 1972, go kile ga nna le kotsi, go ne go diragetse jang. Dilo tse re batla go di bala.

Kwa Phikwe go nnile le kotsi e e neng ya bolaya batho ba Phikwe. Dilo tse re batla go di itse, a di gatiwiwe (*published*). Ke a leboga *Mr Speaker*.

MR MOTSAMAI (GHANZI SOUTH): Ke a go leboga *Mr Speaker* ka boikokobetso le lerato le le kalo. Ke batla gore ke latlhele go se kaenyana fela, ke bona Molale o a nyenya malatsi a, ga a tlhologanye gore ke motho le kereke. *Mr Speaker*; kgang e Tona a tlang ka yone, re e eme nokeng, mme e bile re tlaa tswelela re e ema nokeng, re lebile mabaka a re tsheleng mo go one lebopo ka bophara, gore dinako di a re sia, ke gore re baakanye melao, e tsamaelane le ditsamaiso tsa segompiano. *Mr Speaker*, o kare o re...

MR SPEAKER: Intshwarele motlotlegi ke go kgalemelele mongwe ke yo o ganelela *on the phone*. Ke a go bona gore o mang motlotlegi, ke kopa gore o didimatse *phone* ya gago. Tswelela Motlotlegi Mopalamente wa Ghanzi South.

MR MOTSAMAI: O ka bo o mo *khabata*. Ke tswelele ka go akgela, bogolo jang ke lebile Kgaolo ya Ghanzi South, ke lebile mafelo a a tshwanang le bo New Xade. Go na le mabala, *airstrips* teng koo *Mr Speaker*. Tsholofelo ya me ke gore, di bewe mo seemong sa segompiano, mo maemong a a eletsegang ka gore di botlhokwa thata mo bajanaleng ba ba yang kwa Central Kalahari Game Reserve (CKGR), ba batla gore gongwe go bo go na le dikoloi tsa bo AVIS tse di ba emetseng gone foo, di ba tsaya fa *airstrips* tseo, di ba isa kwa CKGR *in the park*.

Mr Speaker, kana go baakanya *airstrips* le go dira gore di nne mo maemong a gompiano, go tsamaelana le gore le batho ba dikgaolo tsa rona tsa *settlements* jaaka ke bua ka New Xade, ba nne le letseno la madi ka gore batho fa gongwe fa ba eme jalo, e le bajanala ba tsile go tsewa ka dikoloi, ba fologa mo difofaneng, *choppers* kana



whatever, go felela go nna le disupiwa tse di rekisiwang, mme ba kgone go reka mo bathong ba motse. Go na le gongwe gore ba eletse dijo, digwapa, mme batho ba motse ba kgone go rekisa, ba nne le letseno le bone, ba se ke ba lebe golo go le gongwefela kwa Namola Leuba le kwa go mmaboipelego. Tsone dilo tse *Mr Speaker*, di tshwanetse go lebelelwa.

Kgang e nngwe ya *airstrips Mr Speaker*, ke gore e tshwanetse ya lebelelwa, go lebilwe seemo sa botsogo jwa batho ba dikgaolo. Kwa kgaolong ya New Xade, Hanahai le kwa bo kae, o fitlhela e le gore jaanong fa gongwe *ambulance* e tsaya lebaka e seyo, e senyegile gotwe e kwa Central Transport Organisation (CTO). Go bo go raya gore *it compromises* matshelo a batho ba ba ka bong ba ne ba ka phamolwa ka bonako fa e le gore *airstrips* di mo seemong se se siameng, ba isiwa dikokelong *Mr Speaker*, ka gore le ditsela tsa teng jaaka ke dikile ke buile, kana le bomme ba ba itsholofetseng, ba tsholela mo ditseleng ka bo maswe le dikhuti tsa ditsela. Ka tsela e e ntseng jalo, go batla gore go dirwe seemo se se tlhamaletseng, se go ka bonwang gore batho ba ba a babalesega *Mr Speaker*.

Mr Speaker, ke buile ka kang ya gore *airstrips* di ka dirisiwa ke bajanala, ke tsentse dikgaolo tsa bo Kole le Ncojane mo teng. Ke tsentse le mabala a a kwa bo Mamuno mo teng *Mr Speaker*, gore ga go lebege e le mabala a lefatshe le gotweng le tlhabologile, mme e bile kwa Mamuno e le lebala le le gautshwane le *border*. Jaaka maabane jaana, re supa gore Mamuno Border e tshwanetse ya nna *One Stop Border*. E tshwanetse le ditlamelo tse di leng fa go yone, di lebege di le mo seemong se se eletsegang mo matlhong a bojanala.

Go na le lebala le le segilweng *Mr Speaker*, setsha se se kopilweng, sa ba sa ntshiwa fa gare ga Ncojane le Kole, go sena go khanselwa *airstrip* ya Kole le ya Ncojane. Re setse jaanong re tsamaya *more than 10 years*, go sena le fa e le tlhabololo epe. Ke raya le fa e le go supa fela ka terata gore e ka tla go feta gone fa. A le raya gore batho ba ba *Civil Aviation* kana *ministry* wa gago *Mr Segokgo*, o ka palelwa ke go reka *rolls* tsa diterata le maboloukomo go sireletsa golo foo, ya re bogolo o tla go go baya mo seemong se se rileng go tla kwa morago, wa bo bogolo fela o terateletse gore go lebege, go bonale gore o na le maikaelelo?

Mr Speaker, *airstrips* di thusa batho ba dikgaolo tsa rona ka gore mo dikgannyeng tsa botsogo, re a bo re le kgakala le dipatela tse ditona, mme fa gongwe batho ba bangwe *are attacked by* malwetse a gongwe o fitlhelang

gotwe motho o na le *internal bleeding* kana setlha sa gagwe se rurugile, kana santlhokwe, o na le *appendix*, mo go batlang gore a dire loaro ka bonako, a tsewe ka bonaka. Mo go sa batleng gore o boe gape o mo tseye ka *ambulance*, e mo thukuthe, e mo okeletse matsadi. Dilo tse ke tse di tlhokafalang gore go tsewe dikgato go bona gore *airstrips* tse di neng di ntse di le teng gone kwa dikgaolong, di a tlhabololwa, di bewa mo seemong se se lebegang *Mr Speaker*.

Kwa bofelong *Mr Speaker*, re na le kang ya gore *airstrips* gape di a thusa mo lekalaneng le tshwana le la sepodise. Maabane re letse re bua ka dikgang tsa bogodu jwa leruo, gore bo ile magoletsa, mme kana ba Kgomokhumo ba ka thusega fa *airstrips* tse di le mo seemong. E seng fela jalo, le ba *security* jaaka masole, ba ka di dirisa go nna podi matseba le go di dirisa fa dira di ka tlhasela, ba ka dirisa *airstrips* tseo *Mr Speaker* go bona gore ba itebaganye le diemo.

Mr Speaker, kang e nngwe ke ya gore Rre Segokgo, a ko le sekaseke, le bone gore a nako ga e a tla gore gongwe re leke bojotlhe jo re ka bo bonang gore *routes*, gongwe e se ka ya nna *route* ya Maun fela. Gongwe e nne Gaborone-Gantsi, mo e leng gore fa ke batla go ya Gantsi, ke sa batle go tsaya koloi, ke kgone go tsena mo sefofaneng ke tlhamalale ke ye Gantsi ka bonako, ke fologe ke tshware *meeting*, ke dire tiro, ke boe *Mr Speaker*. Batho ba Gantsi le bone ba kgone gore ba thusege. E seng go ja nala ka bone, o simolola o ya Maun pele, o bo o ya go feta o ba isa kwa Gantsi, o kare ga ba itse kwa ba yang teng.

Mr Speaker, ke wetsa ka gore mokaulengwe Ramogapi o buile mafoko. A re se ka ra dirisa ditsompelo tsa ga Goromente go lwantsha ba kganetso kana ba re sa ba batleng. Re nna re re nnyaa, a gompiano go ntshiwe *route* ya Maun, ka gore gatwe Rre Khama o batla go ya Maun, o batla go ya go dira sengwe, re mo swabise gore a se ka a kgona go ya koo. Dilo tse *Mr Speaker*, ga se melao e e siameng, e bile ga e tsamaelane le puso ya batho ka batho. Ke melao e e ka re senyetsang le bojanala le ledula, ka gore ga se ene fela a tlaabong a kolokotega, fa gongwe go a bo go na le gore o a bo a pegile batho ba bangwe, a ya koo le ba bangwe fela ba mafatshe a mangwe le bajanala ba bangwe, ba batla go dirisa thata *opportunity* gore ba ye koo *Mr Speaker*. Dilo tse di lebelelwe ka leitlho le le tseletseng, go se ka ga nna le mo gotweng go lejwa motho a le mongwefela, a ilwa, go bo go ntshiwa tsamaiso e e leng teng ya setšhaba, *compromising that thing* ka motho a le mongwefela *Mr Speaker*. Re se ka ra tla go bona



moo gape re le ba UDC, re batla go bona re tswelutse re ipatletse difofane ka le gana ka tsa lona, re di ipatletse re fofe, re ye go le tshasela, re ye go supa gore re ka tlhabolola lefatshe jang. Le se ka la re ga re bue sepe, fa re re re a emelela re dirisa difofane, le bo le re kganela gore re ye go bolelela batho gore re bua eng, le batla gore go tsamaye lona le le nosi.

Ke a bona o a ngunanguna, mma ke eme fa Rre Segokgo, go raya gore o a itumela tota gore ke tshwere *issues* sentle. Ke a leboga.

MR MMOLOTSI (FRANCISTOWN SOUTH):

Ke a leboga *Mr Speaker*. Le nna ke tseye nako e ke bue mafoko a le mabedi mo tsetlaneng e. Ke supe fela kwa tshimologong gore ke eme Tona nokeng mo dipaakanyong tsa molao o, gore a o baakanye o tsamaelane le ditsetlana tsa molao wa mafatshefatshe wa thulaganyo e.

E re ke go ema nokeng Tona, ke leke go go lemotsha gore sengwe sa dilo tse kwa Alliance for Progressives (AP) re neng ra leka go gakolola ka sone, e bile e le selo se ke eletsang gore re se akanye thata, ke kgang ya gore lefatshe la Botswana, le ka kgona, ka le na le lefatshe le sekaka. Le ka kgona gore e nne lone moitayamonyo mo dikganyeng tse tsa *air transport, logistics* le tse dingwe. Re ka kgona go dira jalo *Minister*, mme fa re ka dira jalo, go raya gore dikgang tsa lethoko la ditiro tse gompiano re tshwenyegileng ka gore diteemane le gauta di tlaa fela, gongwe di ka re tshosa, mme tsa se ka tsa re tshosa mo go kalokalo.

Fa o ya kwa Ethiopia *Mr Speaker*, ke lefatshe le le senang itsholelo e e kae. Le ne la ikgethela la bona gore ka gongwe ga re na dilo tse dintintsi, re ka itebaganya le kgang ya metsamao ya difofane gore e nne selo se se tlaa tshetsang lefatshe la rona. Fa o tsena kwa *airport* ya Ethiopia, o kgona go bona gore golo fa go na le tlhwaafalo e e seng kana ka sepe. O kgona go bona difofane di tswa ntlheng tsotlhe tsa lefatshe. O bo o ipotsa le wena gore, a mme golo fa ke mo lefatsheng la Africa, o bona seemo sa metsamao ya difofane se ntse ka fa se ntseng ka teng.

Ke sone se kwa AP nngwe ya dikgang tse di tona tse re neng re di bua fa re ya kwa ditlhophong tsa 2019, e ne e le gore fa re ka neelwa Puso, nngwe ya dilo tse re tlaa di dirang ke go bona gore re dira lefatshe la Botswana boremelelo jwa mesepele ya difofane. E bile re supa fa re na le lefatshe mo Botswana le le phuthologileng kwa dikakeng le re ka dirang lebala la mabonobono, le le ka kgonang go tshegetsa difofane go tswa ntlheng tsotlhe, e

bile e le difofane tsa botona jo bo farologanyeng. Ke sone se *Minister* ke dumelang gore, lefatshe la Botswana mo nakong ya gompiano le tshwanelwa ke gore le akanye *in that direction*, ka gore re a itse gore dilo ka bontsi tse re ntseng re beile mo go tsone, ga di sa tlhole di le ka fa di neng di ntse ka teng, mme mesepele ga e fele. Ka tsela e e ntseng jalo *Mr Speaker*, Tona o tshwanelwa ke gore tota kgang e e nne kgang-kgakgatshi e re tshwanelwang ke gore mo nakong ya gompiano se simolole go bua ka yone, ka gore tota *we have lost out* mo tshonong ya go ka balwa mo go tsa difofane.

Gompiano fa o lebelela South African Airways, kana e teng kana ga e sa tlhola e tiile sentle, ka gore fa o tsena, le difofane tsa bone ga o di bone. Go lebega o kare e jelwe, mme kana fa re ne re setse re le mo seemong *in which we could take over from* South African Airways, Air Botswana *taking over* re le mo seemong se re leng mabalabala. Go raya gore difofane tse di ntseng di ya kwa Afrika Borwa kwa Johannesburg International Airport, di ka bo jaanong di simolola go fudugela mo Botswana, ka tsela e e gaggamatsang. *Like I said, we have lost an opportunity*, re na le *airport* e potlana, e bile ke *airport* fela *Mr Speaker* e ke sa dumeleng gore *it competes* le tsa metsana ya South Africa tota.

Mr Speaker, ke batla ke supe mo gore Tona, re tshwanelwa ke go bona gore re ema ka dinao, re bone gore selo se re a se akanyetsa. Fa re ka se senkela madi ra se dira, o foo ke fano Tona ke a go bolelela, lefatshe la rona mo SADC, *because it is a peaceful country or it used to be peaceful country* ke gore fela le a le senya malatsi a, baeti ba ka eletsang gore ba fofe *through* Botswana fa *airports* di siame.

Se ke batlang go se bua sa bobedi *Minister*, ke kgang ya go tsamaya ka difofane mo lefatsheng la Botswana. Air Botswana gompiano ke *airline* e e sa direng sentle mo lefatsheng la Botswana, ka lebaka la gore ditlhwatlhwa tsa bone tsa go fofa mo lefatsheng la Botswana di kwa godimo mo go gaggamatsang. Fa o lebelela ditlhwatlhwa tsa go fofa kwa Afrika Borwa tsa difofane tse gotweng ke tse di *cheap* tsa bo Mango, ba dira gore batho ba South Africa ba dirise difofane go gaisa go tsamaya fa fatshe. Re a itse *Mr Speaker*, gore sefofane *is one of the safest mode of transport, which I think* gatwe go nna le *one accident in a million* tse go a bong go tsamailwe. Ka tsela e e ntseng jalo, re le lefatshe la Botswana, bontsi jwa batho, le ba gongwe e leng *middle income earners*, ba tsamaya ka dikoloi fa fatshe ka lebaka la gore ba dumela gore go duela sefofane go ya kwa Francistown le go boa P2800, ke madi a a seng kana ka sepe.



Fa re batla gore difofane di dirisiwe mo lefatsheng la Botswana, re tshwanelwa ke go lebelela ditlhwatlhwa tsa tsone re di fokotse. Re di tsenye mo seemong se e leng gore Motswana o ka kgona go dirisa difofane tse. Ke a go bolelela Tona, fa re ka kgona go dira jalo, difofane tsa rona di ka tlala letsatsi le letsatsi. E bile *over and above that*, matshelo a batho a ka sireletsega go feta ka lebaka la gore jaaka ke ntse ke bua, difofane di sireletsegile thata go gaisa go tsamaya mo mmung.

Nngwe ya *strategies* tse e leng gore le di lebelele Tona ke gore re ka dira ka tsela e e ntseng jang gore re nne le mesepele e mentsi *at a low cost* gore Botswana ba le bantsi ba kgone go fofa.

Gompieno jaana mangwe a mabaka a gore *every weekend* fa ke ya kwa Francistown ke bo ke tsamaya fa fatshe, ke gore fa ke lebelela madi a ke a rekang *petrol* ya koloi ka one go ya le go boa, ke bo ke lebelela le madi a ke tshwanetseng go a duela mo sefofaneng, ke bona e le gore go tsamaya ka tsela go botoka. *In terms of convenience and safety*, go tsamaya ka sefofane Tona go ne go ka siama.

Re iphitlhela re le mo seemong se e leng gore gompieno *Minister* fa o le mo Francistown o batla go ya Maun kana Kasane o dirisa sefofane, ga go kgonagale ka gore o tshwanelwa ke go tla Gaborone pele ke gone o bo o *connect* o ya Maun kana Kasane.

Fa o lebelela Francistown *being* toropo ya bobedi mo lefatsheng la Botswana *and with its population* ya batho ba ba seng kana ka sepe mme e bile e bapile le dikgaolo di tshwana le bo Mathangwane, Chadibe, Tutume, Maitengwe, Matsiloje jalojalo, o kgona go bona gore Botswana ba batle go emelela mo Francistown ka sefofane ba ya Maun go sa kgonagale, go tlisa botlhoko jo bo kae. Ke sone se Tona ke reng Air Botswana e tshwanelwa ke *to consider routes* tse tsa Francistown-Maun, Francistown-Kasane mo thulaganyong e ke ntseng ke bua ka yone ya gore fa re ka fokotsa ditlhwatlhwa, batho ba le bantsi ba tlaa ikgethela go tsamaya ka difofane. Ka tsela e e ntseng jalo, Air Botswana e tlaa bona dipoelo tse di seng kana ka sepe e dirisa gore difofane di tsamaya gantsi di le dintsi di tletse ka lebaka la gore Botswana ba ka kgona go duelela go tsamaya ka tsone.

Go a tlhokafala gore le tsone *airstrips* tse di mo lefatsheng leno re leke go di tlhabolola. *Vision* yone e e buang ka yone ya gore re tshwanelwa ke gore Air Botswana e simolole go fokotsa ditlhwatlhwa gore

Botswana ba e dirise, go raya gore go ka kgonagala gore go nne le sefofane se se yang kwa Ghanzi, Serowe le Selebi Phikwe. E bo e le gore Air Botswana e dira madi ka gore mo difofaneng tseo batho ba tlaabo ba tletse, go ya le go boa ka gore se tlaabo se le *affordable* jaaka re bona go diragala kwa mafatsheng a re bapileng le one.

Ka mafoko a a kalo *Minister*, tota maikaelelo e ne e le gore ke dumalane le Tshutiso ya gago, ke go eme nokeng. Ke go kgwe dikgaba ka mafoko a mabedi ao. Ke a leboga *Mr Speaker*.

MR BROOKS (KGALAGADI SOUTH): *Thank you Mr Speaker.* Ke ne ke re ke eme Tona Segokgo nokeng mo kopong ya gagwe ya go tlisa molao paakanyo re bua ka *Civil Aviation*. Ke tshwanetse go mo ema nokeng. Ke mongwe wa boTona ba ba reetsang tota fa re bua. Go tlaabo go sa siama gore go bue ba babedi fela re le kana mo teng ga Ntlo go bo go nna jaaka e kete re mo latlhelela mo kopong ya gagwe e a e tlišang mo Ntlong e. Re tshwanetse go supa botlhokwa jwa tiro e a e dirang, segolo jang re itse gore lephata le a le okametseng, ke lengwe la maphata a a nang le mathata le le ratang go tshabelelwa thata di dihawa *Mr Speaker*. Tona, re go eme nokeng mo dikgannyeng tse o sa tswang go re di baya pele, dipaakanyo. Go rarabolola le go dira tiro ya gago ka manontlhotlho ke nngwe ya dilo tse di botlhokwa thata.

Sengwe sa dilo tse e rileng o ntse o bega, *Clauses* tse o supang o batla go di baakanya, go ne go nthaya gore gongwe ka nngwe tsela mafatshe a a kwa ntle ba lebelela thata gore fa ba batla go gweba mo lefaufaug le lefatshela Botswana ba sireletsegile go le kae. Re le lefatshela la Botswana, re na le eng *that will guarantee* tshireletso ya bone. Gone moo, re leboga thata dipaakanyo tse di kanakana.

Jaaka bakaulengwe ba sa tswa go bua, le rona re le lefatshela la Botswana Tona, re tshwanetse go go kopa gore o simolole go dikologa o lebe *airstrips* tse re nang le tsone. O ka atolosa ditsela tse Botswana ba ka fofelang kwa go tsone. Fa o lebile kgaolo ya Kgalagadi, re tlhola re bua jaaka *Honourable* Mmolotsi a sa tswa go wetsa fela gore gompieno ga re sa tlhole re batla go dirisa tsela re lebile botsogo jwa rona le go lapa re tswa mo ditirong tse di kanakana. Fela fa re ka atolosa bo Air Botswana, ra rotloetsa ba bangwe go tsena mo lefaufaug go tla go dira *transport* mo kgaolong ya lefatshela la Botswana, ba tshwaraganya lefatshela la Botswana lotlhe; Ghanzi, Kgalagadi le Maun, re lebile thokgamo e e dirwang kwa ofising ya ga Mme Kereng ya go ngoka bojanala mo



kgaolong e, batho ba batla go goroga golo gongwe ka bofefo. Ke tsone ditshetlana tse re tshwanetseng go mo raya re re rraetsho, fa o ka tla ka lenaneo le le siameng la go etela mabala a difofane wa a baakanya a nna mo seemong sa segompiano, ruri le Batswana ba mafelo ao ba ka kgona go bona botshelo. Akanya fela *Mr Speaker* fa mabala a Tsabong le Hukuntsi a ka tlhabololwa. Malatsing a fa e sale jaaka ofisi ya ga Mme Kereng e eme ka dinao e leka go tlhabolola *campsites*, e leka go rekisa lefatshe la Botswana kwa mafatsheng, batho ba setse ba itse thata ka Kgalakgadi Transfrontier Park (KTP). Ba itse gore lefatshe la Kgalagadi Borwa ke boremelelo jwa bojanala, ba batla go goroga teng. Selo sa ntlha se ba se botsang ke gore a re na le mabala a difofane? A go na le *flights* tse di ka re fitlhisang koo? Gompiano jaaka re tlhola re bua, batho fa ba tswa kwa ba batla go tla kwa bo KTP, ba *land* mo South Africa. Golo moo, go re raya go re golo gongwe re saletse kwa morago.

Fa re bua ka mabala a rona a mabedi, Kasane le Gaborone, ke ipotsa gore a sale a dirilwe leng gore a bo a le mo seemong se se ntseng jaana? Gompiano fa re ka a bapisa le mabala a mafatshe, re a leba a le kwa tlasetlase. Re simolola go inyenafatsa, re itlhubosa ka mafatshe, ba ba batlang go dira kgwebo le Botswana mo lefaufaug gore ba lebile mabala a rona. Re tshwanetse ra ema ka dinao ra go buelela gore o neelwe madi go tlhabolola mabala a matona gore a tsene mo seemong sa segompiano. Re bona mafatshe a tlhabologa letsatsi le letsatsi, ba ipotsa gore a mme difofane tsa bone fa ba tla mo Botswana, a di tlaa kgona *to land* mo mabalanyaneng a re nang le one a.

Tona, itome molomo wa tlase mongwame, o leke go kopa madi o tlhabolole mabala a *to meet standard* sa gompiano. Dilo tse rraetsho re tshwanetse gore re di go lebise, re go gakolole. Ke itse gore o motho mongwe yo o tsayang dikgalolo.

Re tshwanetse go bona re rotloetsa bana ba rona jaaka mongwe mokaulengwe, ke tsaya gore ke *Honourable Ramogapi*, o ne a bua gore Motswana mongwe kwa Kgaolong ya Bokone o kile a dira sefofanenyana sa fofa mme se feletse mo phefong, se timile kwa se timetseng teng. Re rotloetsa Batswana jang gore ba tsene *into this industry*? Re ema Batswana nokeng jang gore ba itse gore fa ba ka dira tiro e e ntseng jaana, ba ka kgona gore ba nne le dipoelo, ba nne bo Mma Monnakgotla; ke dirise leina la gago, ba ba tsamayang mo lefaufaug? Ke gore ke *transport* e tsamayang mo lefaufaug e tshwaraganya lefatshe, bo *small man* bone bao *in terms of the transportation* ya go tsamaya mo lefaufaug. Ke dilo tse re tshwanetseng go di emela ka dinao.

The pricing; price ya Air Botswana rraetsho e santse e le kwa godimo thata. Ga re gane *fuels* le dilo di a tllatloga *but price* ya gago mo lefatsheng la Botswana fa o le tshwantshanya le mafatshe a sele, rona o kare re lwa le mongwe le mongwe. Ga ke itse gore a re lwa le faufau kana re lwa le eng, *our price is just too much*. Re tshwanetse gore dilo tse re di neneketse, re itse gore *we are middle income economy; we are a small country with a very small population* mme re tshwanetse e re re baya tlhwatlhwa ya dilo tsa rona, ra di lekanyetsa le letseno la batho ba lone. Go se nne jaaka e kete re direla batho bangwe gore ba tshwanelwa ke go palama difofane *looking at their pockets*. Bangwe ga ba a tshwanela ka gore ke ba ba dikobo di magetleng.

Ka bokhutshwane rraetsho, ke go gakolole go le kalo. Ke itse gore o Tona mongwe yo o ratang go ntheetsa fa ke bua, ka e bile ke go tlotla ke itse gore nna le wena re tlaa ...*(Inaudible)*... Ke a leboga rraetsho.

MR SPEAKER: Ke ne ke ka go fa podi fa o ne o ka bua ka bokhutshwane. Motlotlegi Rraetsho Tona Thulagano Merafe Segokgo, garela Morena wa me *and then move accordingly* fa o fetsa. *The ball is in your court sir*.

...Silence...

MR SPEAKER: Honourable Minister, will you please unmute yourself.

MINISTER OF TRANSPORT AND COMMUNICATIONS (MR SEGOKGO): Ke dirile jalo *Mr Speaker*, ke a leboga. *Mr Speaker*, nte ke leboge Mapalamente jaaka ba akgetse mme mo tshobokong, ga ke a utlwa ope a ganana le dipaakanyo tse re di dirang mo molaong, le fa gongwe bangwe ba ne ba sa supe gore tota ba o eme nokeng ba papametse.

Go na le mafoko ke tlaa simolola fela kwa go *Honourable* Dithapelo Keorapetse, tota o ne a ama dintlha tse ke tsayang gore di dintsi di bophara, gongwe di ne di sa tsepama thata mo kgannyeng ya molao. Ga ke ne ke nna moleele thata mo go akgeleng mo go tsone *Mr Speaker*, tse dingwe ke tlaa tla ke ntse ke di ama. O ne a bua ka mesepele ya difofane mo lefatsheng leno le go amanya ditiro jalo. Ke batla go supa gore tota fa o tsaya dingwaga go tswa kwa go 2012 le go ya kwa go 2019/2020, *the passenger volumes* di ne di supa kgolo *sir*, di supa gore *the aviation industry* e na le kgolo ya batho ba ba palamang difofane. Bosheng go ntse jalo, ke ne ke supa gore go na le kwelotlase e e neng ya amana le motsamao wa batho ka COVID-19 mme go a itshupa gape gore *recovery is stronger than in fact*, jaaka go ne go gopotswe gore e tlaa nna ka teng.



Ke nngwe ya dintlha tse gape di neng di boelelwa ke *Honourable* Boko, o ne a ama tse tsa kgolo ya *aviation industry* e kete o raya gore ga gona kgolo. Ke batla ke supe gore go na le difofane tse di fofetseng mo lefatsheng leno e le ka go dira jalo re kopa, re ba gwetlha e le CAAB, Botswana Tourism Organisation (BTO) jalojalo, le ba ba itebagantseng le go batla babeleetsi ba ba tswang kwa ntle. Gongwe dikai gape tse di neng tsa fiwa ke *Honourable* Boko ke gore kana difofane di tsa ditshwetso fa ba ntse ba tlhabolola *route* go bona gore a e ba fa dipoelo ba e tshwantshanya gongwe le *routes* dingwe tse ba reng ba batla gore ba di tlhabolole.

O ne wa akaretsa le Air Namibia mme ke ka go raya fela ka bokhutshwane ke re rra, nnyaa, ga e sa tlhole e fofa. Fa gongwe le difofane kana go na le *the actual airline* ka boyone fela e e emisang go fofa. *That is why* o sa bone *those direct flights* tse o neng o bua ka tsone.

Ntlha e ke neng ke batla gore jaanong ke tsene mo go yone e ne e ama dikgang tse tsa molao tse di neng di buiwa ke *Honourable* Keorapetse, ke gore molao wa rona ka fa o ntseng ka teng, ga o kgoreletse maphata kana tiriso ya melao e mengwe e e leng teng. Ba sepodise ba kgona gore ba tswelele ka ditlhotlhomiso tsa bone fa ba bona gore go na le sengwe se se diragetseng, se ba tshwanetseng go se tlhotlhomisa ka melao ya bone, e bile ba bo ba bona gore kgang e ba e tsisa kwa Dikgotleng. *So the parallel investigations sir* di ka dirwa, ga gona sepe se se kgoreletsang mo molaong.

Sa bobedi ke kgang e e reng o ne o sa e itumelele ka tsela nngwe gore ba CAAB ba bega kwa go *Minister*, le gore motlhotlhomisi o bega kwa go ene. Kgang e rraetsho ke a go utlwa mme ke nngwe ya tse di ntseng di lebelelwa ke bone ba ba ICAO, mme mo nakong e mo seemong sa rona, ba bona e ba tshwentse. Se ke batlang go leka gore ke se supe gape ka dipaakanyo tse re di dirang tse dintsi tsa molao, di tsalwa ke gore re mo seemong se se fa kae fa re kalwa, ke yone *audit* e e tlaabong e dirwa e. Re mo seemong se gompiano jaana re tlodileng masome a marataro; *60 per cent effective implementation*. Jaaka re tlhatloga jaana, ke sone se se bakang gore *audit* ya rona e re reye e re mme jaanong le tshwanetse le tsenye tse dingwe mo teng. Ke se o bonang re tsentse *this ... (Interruptions) ... safety programme*.

HONOURABLE MEMBER: Mr Speaker, *ke kopa* clarity.

MR SEGOKGO: Ke tlaa tla ke go fa, nte ke wele sentle.

If we were lower than that 60 per cent for example, it was not something that the audit will have identified for us. Jaanong ke sone se ke batlang go se supa ka gore dipaakanyo tse dingwe tse re di dirang tse, di tsalwa ke gone gore re mo seemong sefa fa re kalwa. E bile ke ka le tlhomamisetsa gore re na le tsholofelo tota ya gore seemo se ka *June*, se tlaabo se re beile kwa godimo ga mafatshe otlhe a a mo Africa.

Clarification o ka tswelela, ga ke itse gore ke mang mme ke a mo fa *Mr Speaker*.

MR SPEAKER: Clarification sought, granted. Who is that?

MINISTER OF NATIONALITY, IMMIGRATION AND GENDER AFFAIRS (MS MOKGETHI): Point of clarification. My name is Anna Mokgethi.

MR SPEAKER: Please, go ahead Honourable Minister.

MS MOKGETHI: Thank you Mr Speaker, I want to seek clarification from the Honourable Minister, regarding the Memorandum Clause 4 *kwa* Paragraph (q), which is addressing Clause 17, where it provides that the Minister shall have jurisdiction over the investigation of any civil aircraft accident or serious incident occurring in or over Botswana. I just wanted clarification if that does not contradict what the Honourable Minister has just said in relation to whether there can be any other authority in charge of investigations? Thank you so much.

MR SPEAKER: Order! Order! I would assume that Honourable Minister Mokgethi was giving you provision. Honourable Minister, please note it down, do not forget it. After some refreshments, we are going to start with that issue from Honourable Minister responsible for Nationality, Immigration and Gender Affairs.

Jaanong rraanyena ka Sengwaketse le ka Serolong, o le diretse metsinyana, go tlaa raya gore ke tlaa kopa gore re eme gone fa Batlotlegi Mapalamente re tle re ye kwa go rraarona Motlotlegi Rraetsho Phandu Tombola Chaha Skelemani a re diretseng metsinyana teng. O rile o kokoantse le phane e a sa bolong go bua ka yone.

The meeting is adjourned, *a re yeng bakaulengwe re ye go bona metsinyana a re a diretseng ke rraarona.*

PROCEEDINGS SUSPENDED AT 1:00 P.M. FOR APPROXIMATELY 1 HOUR

PROCEEDINGS RESUMED AT 2:00 P.M.



“EXCHANGE OF SPEAKERSHIP”**QUESTIONS FOR ORAL ANSWER****STATUS OF ENTREPRENEURSHIP AND BUSINESS IN BOTSWANA**

MR T. LETSHOLO (KANYE NORTH): asked the Minister of Investment, Trade and Industry to apprise this Honourable House on the status of entrepreneurship and business in Botswana; in particular:

- (i) what are Botswana’s top 10 big-hitting companies, in terms of both reputation and revenue;
- (ii) what are the top 10 indigenous Botswana companies by value; and
- (iii) why is Botswana struggling to become an economic powerhouse.

Later Date.

SHORTAGE OF SUPPLIES AT BM GARMENTS

MR P. P. P. MOATLHODI (TONOTA): asked the Minister of Investment, Trade and Industry if he is aware that BM Garments in the Tonota constituency has drastically reduced staff from 300 to 30 due to claims that consumers no longer buy from them because of shortage of supplies; if so, will Government consider assisting the company with a view to employing more people as they did before.

Later Date.

MONITORING OF COVID-19 SURVIVORS

MR J. L. THIITE (GHANZI NORTH): asked the Minister of Health and Wellness to brief this Honourable House on how they are assisting and tracking people who recovered from COVID-19 but are now suffering from post COVID-19 complications; and further state:

- (i) whether there is a plan or a multidisciplinary team working with these patients to find treatments for their complications;
- (ii) if the COVID-19 Task Force has other experts other than medical doctors who advise on issues of nutrition, physical therapy, mental health, Homeopathic/alternative treatments; and
- (iii) if the Minister does not find it prudent to financially support Non-Governmental Organisations (NGOs) and Community Based Organisations

(CBOs) to enhance contact tracing, community health education and messaging to help in the fight against COVID-19.

MR SPEAKER (MR SKELEMANI): Honourable Thiite, Member for Ghanzi North!

ASSISTANT MINISTER OF HEALTH AND WELLNESS (MR LELATISITSWE): Mr Speaker, that question has been withdrawn.

MR SPEAKER: Thank you very much, I wanted that confirmation.

Withdrawn.

CANCELLATION OF TENDERS AWARDED BY PPADB

MR D. SALESHANDO (MAUN WEST): asked the Minister of Finance and Economic Development to state if there have been any tenders awarded by the Public Procurement and Asset Disposal Board (PPADB) in the last five years through competitive bids that were cancelled and later directly awarded to companies that had failed through the competitive process; if so, the Minister should state the tenders that were so affected, disclosing the following:

- (i) the rationale for reversing the tenders after evaluation;
- (ii) how the direct allocation of a tender that had been taken through a competitive evaluation process complies with good governance of public funds; and
- (iii) the list of all the tenders in question and the list of companies that were finally allocated such tenders.

Later Date.

BOTSWANA’S EXPORT AND IMPORT TRADE BALANCE

MR M. BALOPI (GABORONE NORTH): asked the Minister of Finance and Economic Development how Botswana’s Export and Import Trade balance/deficit/imbalance is, in comparison to five years ago and further state:

- (i) whether Botswana can achieve High Income status under the current trade balance/imbalance and, if so, when can this high Income status be realistically achieved; and



- (ii) if Government has not identified any items on which money is spent outside the country but which can be undertaken locally in order to circulate the money in the economy for job creation.

MINISTER OF FINANCE AND ECONOMIC DEVELOPMENT (MS SERAME): Thank you Mr Speaker, and good afternoon.

Mr Speaker, Botswana's trade balance was a deficit of P23.2 billion in 2020 compared to a surplus of P16.1 billion in 2016. This change is mainly due to a substantial decline in exports, which fell from P80.4 billion in 2016 to P48.2 billion in 2020, or 33 per cent; which, in turn, reflects variable performance in the diamond market.

The COVID-19 pandemic impacted negatively on Botswana's trade balance, especially the top two export earners, being diamonds and tourism. Imports, on the other hand increased from P64.3 billion in 2016 to P71.4 billion or 11 per cent in 2020. Therefore, changes in Botswana's trade balance were driven much more by the performance of exports than the level of imports.

However, it should be noted that the negative trade balance is not a complete reflection of the country's external position. The more relevant balance to consider is the overall balance of payments rather than the trade balance. Indeed, as a matter of logic, positive trade balances in some countries must, by definition, be accompanied by an equivalent total of negative trade balances in other countries.

Besides the trade balance, there are other balances that constitute the external balance or balance of payments of the country. These include; income, transfers and capital flows. A country may have a negative trade balance, but a positive balance on the balance of payments, depending on those other items. It is therefore important Mr Speaker, to note that it is the overall balance that determines changes in the level of foreign exchange reserves.

A further important point to note is that negative trade balances are common across countries. Indeed, as a matter of logic, positive trade balances in some countries are accompanied by an equivalent, as I have already indicated, total negative trade balances in other countries.

- (i) Mr Speaker, the high income status, it is important to note that this is determined by the level of a country's Gross Domestic Product (GDP) per

capita. GDP or output, is driven by various economic activities, including consumption and investment as well as imports and exports. In other words, production for both the domestic market and the export market drive GDP growth. Hence, the Government's policy focus on both import substitution and export-led growth. In the long run, it is export-led growth which is more important, as it has far greater potential for growing GDP. International experience shows that rapid export-led growth and diversification is the key to achieving high-income status. While import substitution also plays a role, it should be noted that many high-income countries also have high levels of imports.

Relating to whether we will achieve the high-income status by 2036 I must indicate that this requires an annual real GDP growth of around 6 per cent a year, over the 15 years from 2022 to 2036. This is significantly higher than the average annual growth rate of about 4 per cent over the decade before the shock caused by the COVID-19 pandemic in 2020. Hence structural change in the drivers of growth is required. This is achievable Mr Speaker, though, but is primarily dependent on raising productivity and the successful diversification of exports so that the desired export-led growth model can be achieved.

I am summarizing Mr Speaker, because my response is quite lengthy, but I think I will just cover the sealing points.

- (ii) Finally, Mr Speaker, Government has implemented various policies and other measures to encourage local production for import substitution. This includes the Economic Diversification Drive (EDD) in 2011 and other policies overtime, and most recently, the Economic Inclusion Act as well as the Public Procurement Act should also help us in terms of achieving some level of import substitution in a number of areas.

Relating to the data, this is readily available from Statistic Botswana, and it is information that is used by the Ministry of Investment, Trade and Industry (MITI) as well as Botswana Investment and Trade Centre (BITC) to determine and to direct investors on the areas that they can invest on. Let me just highlight that some of the examples of the products with characteristics that are in high demand locally they include selected agricultural products, processed food items, building materials, furniture, and chemicals.



Mr Speaker, these are areas where one can ... (Interruptions)... this is a summary Mr Speaker. I will share a detailed response with the Honourable Member. I thank you.

MR BALOPI: *Supplementary.* Ke a leboga Mr Speaker. Tla ke leboge Tona gore a bo a file karabo ka manontlotlho a a e fileng ka one *and I will also follow up the offer* ya gore o tlaa mpha *written response*. Ke ne ke batla fela gore Tona, *you have mentioned a very, very important component* e e tsamaelanang le go ka godisa itsholelo, mme gape e oketsa le gore re kgone *to attract* Foreign Direct Investment (FDI), *but at the same time*, re oketsa *export*. Re kgone *to produce* ka kwano, re bo re ntshetsa dithoto kwa ntle, mme gape re godisa itsholelo segolo jang dikgwebo tse di fa gare le tse di potlana. O buile ka *productivity*. Ke ne ke batla go itse Tona, gore mo *productivity*, maikaelelo a a tseneletseng, ke a go dira jang gore re tle re kgone go tsaya *productivity as part of our* Deoxyribonucleic Acid (DNA) *as an economy*, mme gape re e tseye e le sengwe se se ka *nnang a very big and very important ingredient* mo *economic growth*.

Ya bobedi potso ke gore Tona, fa re bua ka *knowledge economy*, re bo re bua ka *import substitution*, dikgang tsa *franchises which are not home grown*, tse re di tlisang *in the country*, then di bo di tla di nna le *exclusive ownership control*, a ga o lemoge se se ka kgoreletsa gore Batswana ba kgone go tsena *into some of these initiatives such that they can be able to really drive an export led economy by coming up with indigenous products that we are able to franchise ourselves and export?* Thank you Tona.

MS SERAME: *Thank you.* Honourable Balopi, gompiano tsala ya me, ke belaela o santse o nkisitse kwa Trade, mme legale ke tlaa araba fa ke kgonang teng. Mr Speaker, *it is very true* gore *productivity* ke sengwe se se tshwanetseng re se lebelele *throughout the economy in all the sectors*. *It is a very critical component* ya gore re ka godisa itsholelo ya rona, re ka nna *competitive*, ra phadisanya le mafatshe a mangwe, mme sengwe se Goromente a se dirang se ke tsayang gore le Honourable Balopi o tlaa se gakologelwa, ke gone jaaka re dira *the national productivity blueprint* e ke solofelang gore ba Lephata la *Employment*, ba tlaa e digela mo nakong e e sa fediseng pelo.

Beyond that, go na le *a number of programmes* tse Goromente a di dirisang go thusa dikompone, *for example*, ka gore e tsamaelana le dikgang tsa go godisa

le *companies* tse dingwe, go na le tse di *under* Botswana and Investment and Trade Centre (BITC) le tse dingwe, se re thusang le tsone *companies* gore di nne *more productive and competitive*. *There are other aspects* tsa *competitiveness which are in place* Mr Speaker, tse di diragadiwang (*implementing*), mme ga ke na go tsena kwa go tsone. Ke tsaya gore Honourable Kgafela o ka di arabela botoka.

Dikgang tse tsa *franchises*, ke a itse ke sengwe se se tshwenyang. Ke sengwe se ke itseng gore *in the past*, go ne go tllile a re lebelele gore *how can we use these franchises* go thusa bagwebi ba rona kana dikompone tsa rona mono gore ba gole. Le gore fa di le mono *franchises* tse, di re tswela maduo Mr Speaker. Ke tlaa e tsaya ka bokhutshwane jo bo kalo. Ke a leboga.

RAMOKGONAMI CLINIC

DR K. GOBOTSWANG (SEFHARE-RAMOKGONAMI): asked the Minister of Health and Wellness if he is aware that in September 2019, His Excellency the President Dr Mokgweetsi Eric Keabetswe Masisi made an assurance to residents of Ramokgonami village that the local Ramokgonami Clinic would start a 24-hour service before the end of December 2019; if so, he should state when Ramokgonami Clinic will provide 24 hour service, indicating specific timelines.

ASSISTANT MINISTER OF HEALTH AND WELLNESS (MR LELATISITSWE): Mr Speaker, re a itse ka mafoko a a neng a buiwa ke Tautona, a solofetsa batho ba Ramokgonami ka *September* 2019, gore *clinic* ya bone e tlaa re ka *December* 2019, e bo e butswa *24 hours*.

Ke supe jaana Mr Speaker, gore ba rotlhe re ka gakologelwa gore kana COVID-19 e ne ya simolola ka ngwaga one oo. Go bo go raya gore *projects* tsa rona tsotlhe tse re neng re solofetse gore re ka di baakanya, re ka di dira, jaanong re lebelele lenaneo sesha ka gore re ne re tlhoka batho ba le bantsi go leka go ba phatlalatsa le lefatshe le. Mr Speaker, ka gore COVID jaanong gompiano e wetse kwa tlase e bile *it is manageable*, re ka rialo ka bonnyennyane, re solofetsa jalo batho ba Ramokgonami gore kgang e re tlaa e lebelele gape *in this financial year* ya 2022/2023 jaaka re ntse re lebelele *projects* tsa rona go bona gore a e ka diragadiwa Mr Speaker. Thank you so much.

DR GOBOTSWANG: *Supplementary.* Ke a leboga Mr Speaker. Honourable Minister, tota o tshwanetse gore o tsepame. Ga ke itse gore a Honourable Minister, o a



lemoga gore fa Tautona a ya kwa Ramokgonami, a bo a phutha batho ba Ramokgonami, a ba solofetsa ka fa a ba solofeditseng ka teng, go bo go sa diragale, a o a itse gore gone moo, go kgona go diga seriti sa Ofisi ya ga Tautona ka sebelebele?

Selo se sengwe ke gore, le le Puso, kgang ya gore Tautona a bo a na le go solofetsa batho, go bo go sa diragale, e le tsaya jang? Kwa Sefhare-Ramokgonami, o kile a phutha batho ba Chadibe, a tla go ba solofetsa gore o tlaa aga ...(*Inaudible*)...college, a ya go phutha batho ba Maun, a ba bolelela gore o tlaa dira tsela, o bone madi kwa China, o tlaa dira tsela e e tswang kwa Francistown e ya kwa Nata, e tswa Nata e ya kwa Maun, e tswa Maun e ya kwa Sehithwa, e tswa Sehithwa e ya kwa Mohembo, go bo go sa diragale. Golo mo fela...

HONOURABLE MEMBER: Kwa Palapye.

DR GOBOTSWANG: Go gontsi *Honourable* Ramogapi. Golo mo le le Puso go le tsaya jang? A ga le lemoge gore golo mo go diga seriti sa ga Tautona le Ofisi ya gagwe? Fa godimo ga moo, go diga seriti sa lefatshe la Botswana, *Honourable Minister*. Tota sentlente wa re Ramokgonami e reng? O ya go dira leng gore *clinic* ya Ramokgonami e bulwe bosigo le motshegare? A ko o tsepame *Honourable Minister*, o tsamaelane le mafoko a ga Tautona. Kana Tautona *is the chief policy spokesperson* sa ga Goromente wa lona wa Domkrag. Ke a leboga.

MR LELATISITSWE: *Thank you so much Mr Speaker. Mr Speaker*, ditsholofetso tse di neng di dirilwe ke Tautona dintsi pele ga 2019, e bile go na le ditlhaloso tse di tlhamaletseng, tse ke dumelang gore Batswana ba a di tlhaloganya gore ke eng di sa diragala. Tautona fa a dira ditsholofetso tse *Mr Speaker*, re ne re sa itse gore go tlaa nna le COVID-19. Ke sone se e leng gore re fa re le Matona a gagwe, go tlhalosa gore dilo tse neng Tautona a re di solofetsa, ke eng di sa diragala, mme re di lebelela jang go ya kwa pele. Jaanong ga go tlabise ope dithong gore re bo re le fa re tlhalosa gore Tautona o ne a solofeditse se, mme ga se na go diragala. Ke ntse ke a tsepama *Mr Speaker*, gore mafoko a Tautona a neng a a buile kwa Kgotleng ya Ramokgonami ka *September* 2019, re le lephata, re tlaa diragatsa mo ngwageng one wa 2022, ka gore COVID e wela kwa tlase, mme fa COVID e ka fetoga, ya oketsega, re tlaa boa re bolelela batho ba Ramokgonami gore re tshwerwe ke eng, ga re na go iphitlha ka monwana. Ke tsaya gore le ene

Mopalamente, dilo tse ke dikgang tse a tshwanetseng gore a nne le mokwatla go tlhalosetsa batho gore seemo se ntse jang jaaka re mo neela dikgang tse jaana. Ke a leboga *Mr Speaker*.

MR RAMOGAPI: *Procedure Mr Speaker*. Maranyane a ne a gana morena wa me jaaka ke go boleletse, a ne a dikologa fela.

MR SPEAKER: Ee.

MR RAMOGAPI: Ke ne ke re maranyane a ne a gana kgantele.

MR SPEAKER: O a dikologa le wena, *what is your procedure?*

MR RAMOGAPI: Ke ne ke re ke teng, kgantele fa o mpitsa maranyane a ne a gana.

MR SPEAKER: Re a itse gore o teng. *What is your procedure?*

MR RAMOGAPI: Ke ne ke re o ka tla wa mpitsa fa potso ya me e tsena.

HONOURABLE MEMBERS: ...(*Murmurs*)...

MR SPEAKER: Last supplementary.

MR SALESHANDO: *Supplementary*. Ke botsa Tona gore a o a lemoga gore le ene mo karabong ya gagwe, o tlhoka boammaaruri ka gore Tautona o dirile tsholofetso e ka *September* 2019, a re *clinic* e e tlaa nna *24 hours by December* of 2019. *December* 2019, COVID-19 e ne e ise e tsene mo lefatsheng la Botswana, *so* ga e ka ke ya nna sone seipato. A e re a tlhalosa mafoko a ga Tautona a tsholofetso e e sa diragalang, a leke go bua boammaaruri ka gore COVID-19 gape e dirile gore madi a mantsi a isiwe kwa botsogong. Ga se mo ba ka reng ba ne ba tlhaelelwa ke madi. Jaanong a a tlhalose gore a go ne go na le maikaelelo a go sa diragatsa se, ka gore *December* 2019 go ne go sena sepe mo Botswana se se emisitsweng ke COVID-19.

MR LELATISITSWE: *Thank you so much Mr Speaker*. Go araba Tautona wa Botswana Congress Party (BCP), re le lephata ka *December* 2019, re ne re setse re filwe matlhasedi a gore go na le bolwetse jo bo tlang, jo bo tlhasetseng lefatshe. Ke yone nako e re neng re baakanya, re bona gore rona re bo ipaakanyetsa ka tsela e e ntseng jang. Kana fa motho a le kwa ntle a bua fela a se mo setilong se, o ka tsaya gore gongwe go motlhofo jaaka a bua. Rra, re go itsise gore rona re



le lephata re ne re setse re itse ka bolwetse jo, e bile re bo ipaakanyetsa. Re emisitse *projects* tse dintsi thata mo dikgaolong tsotlhe tsa lefatshe le tse re neng re di solofeditse ka 2019 *Mr Speaker*; ke boammaaruri, ga re a bapa le boammaaruri gope. Ke a leboga.

STANDPIPE AT TEWANE VILLAGE

MR D. TSHERE (MAHALAPYE WEST): asked the Minister of Land Management, Water and Sanitation Services to apprise this Honourable House on the progress made following the request to put up a stand pipe at Mogotha Kgotla in Tewane village.

MINISTER OF LAND MANAGEMENT, WATER AND SANITATION SERVICES (MR MZWINILA): Thank you Mr Speaker. Mr Speaker, this question is a follow-up to the commitment I made to provide a public standpipe at Mogotha ward in Tewane village.

The standpipe in Tewane village, was planned to be constructed this financial year. Water Utilities Corporation (WUC) experienced challenges due to lack of clear servitude as the plots in the village are not clearly demarcated. The land board is still waiting for detailed plots demarcation from the council, before we can proceed with the construction of a new water service line to the standpipe point. The demarcation exercise is expected to be completed in June 2022. This exercise is important to avoid overlapping the water pipeline with plots already allocated but not demarcated. I thank you Mr Speaker.

MR TSHERE: *Supplementary. Thank you Mr Speaker. Thank you Honourable Mzwinila. Ke leboga thata gore o bo o dirile sengwe ka kgang e ya kwa Mogotha.*

Ke a utlwa gore wa re *plots* ke bothata, ee ke bothata kwa motseng wa Tewane. Ke leboge thata gore kgang e ya metsi a Tewane re e tshwaraganetse. O itse gore batho ba Tewane tota keletso ya bone ke gore metsi a tsene mo dijarateng, gore jaaka Batswana bangwe le bangwe, ba tle ba kgone go duelela metsi a ba a dirisitseng. Ga ke itse gore a o itse kgang eo, mme ke itse gore re tshwaraganetse kgang ya metsi a motse wa Tewane. Ke a leboga.

MR MZWINILA: Ke a leboga Motsamaisa Dipuisanyo tsa Palamente. Ke a leboga Motlotlegi Tshere. Gore go nne le tharabololo ya metsi kwa Tewane, go na le dikarolo di le pedi; karolo ya ntlha ke yone e re buang ka yone gompiano ya gore re simolole ka *standpipe*. Jaanong *standpipe* mathata a teng ke gore go tlhoka gore go nne

le moalo wa ditsha. Tharabololo ya sennelaruri ya gore metsi a tsene mo dijarateng, eo e batla gore thulaganyo kana tlhabololo ya North-South Carrier (NSC) II e wele. E ya go tlisa metsi mo Tewane, mme phatlalatso ya metsi a teng e tlaa re kgontsha gore re tsenye metsi mo dijarateng tsa batho. Ke tsaya gore jaaka ke tlhalosa mo dikarolong tsotlhe ka bobedi ...(*Interruptions*)... tlhabololo ya NSC mo ngwageng o kana mo kgweding e e tlang. Ke a leboga.

TRANSITION OF DONGA AND GABORONE WEST CLINICS

MR C. GREEFF (GABORONE BONNINGTON SOUTH): asked the Minister of Health and Wellness:

- (i) to give an update on the transition of the Donga and Gaborone West clinics to 24 hour operation;
- (ii) what are the causes of the delay, if any; and
- (iii) when he is planning to address the delays and convert the clinics to 24 hour facilities.

ASSISTANT MINISTER OF HEALTH AND WELLNESS (MR LELATISITSWE): Thank you so much Mr Speaker.

- (i) Mr Speaker, *lephata* has planned to establish 24-hours kwa Donga Clinic in Francistown in the next financial year. Maternity services are planned to commence in the first quarter of 2022/2023, while Outpatient services are planned for the third quarter of 2022/2023 financial year. *Go bula clinic e ya Donga 24 hours, re a itse gore go tlaa thusa thata gore Francistown community ba kgone go bona the services foo. Gape go tlaa fokotsa le yone congestion kwa sepateleng sa rona se se tona sa Nyangabgwe.*

Mr Speaker, with regard to Gaborone West Clinics, Gaborone District Health Management Team (DHMT) facilities *di kgobokantswe ka clusters*. Cluster *nngwe le nngwe e e mo Gaborone, e na le a 24-hour clinic. Jaanong fa re tsaya Gaborone West Clinic le Julia Molefhe, tsotlhe di mo cluster e nngwefela. E nngwe e leng Gaborone West Clinic it offers 24-hour maternity services while Julia Molefhe Clinic yone offers outpatient services. Clinics tse Mr Speaker, fa gare ga tsone go na le bophara kwa 2.2 kilometres (km). Batho ba Gaborone West access services tse mo clinics tse pedi tseo.*



- (ii) The delay in establishing 24 hour services in Donga was due to *go tlhoka ditsompelo, babereki le didirisiwa* (equipment).
- (iii) Mr Speaker, Donga *jaaka ke buile, e tlaabo e simolola go dira* 24 hour service in the next financial year *le maternity* planned for the first quarter and Out Patient Department (OPD) *jaaka ke buile, yone e tlaa bulwa mo ngwageng one o jaaka re solofeditse mo karabong* Mr Speaker. *Ke a leboga.*

MR GREEFF: *Supplementary.* Ke a leboga *Minister. Minister;* a o a lemoga gore bontsi jwa nako batho ba ba tswang mo Gaborone West ba re ba ya kwa *clinic* ele ya Block 9 ya Julia Molefhe, fa gongwe ba goroga kwa ba golafaditswe ke magodu ka ntata ya lefifi le le ntsi mo toropong, ka gore ba a bo ba tsamaya ka dinao. A wa re batho ba Gaborone West, ba itlhoboge ka *clinic* ya bone ya Gaborone West Clinic, ga le na *plans* tsa gore e ka bulwa 24 hours, ba nne ba sokole fela ba ralale lefifi bosigo? Fa ba tlhokana le go ya kwa *clinic* ba ye kwa Julia Molefhe? Ba tlhalosetse gore a ba itlhoboge kana ba nne le tsholofelo?

Gape o ba tlhalosetse gore, *clinic* ya Gaborone West fa e ka bulwa 24 hours, go ka senya eng, kae, ka gore re a itse fela gore toropo ya Gaborone batho ba bantsi, *clinic* ya Julia Molefhe e tsaya batho ba ba tswang bo Gabane, Tsolamosese kaekae. Jaanong a ko o tlhalosetse batho ba Gaborone West gore wa re ba dire jang, ba nne ba ralale lefifi ba tswe mo West ba ye kwa Julia Molefhe, ba tlhaselwe ke magodu mo tseleng? Ke a leboga.

MR LELATISITSWE: *Thank you so much Honourable Member.* Go bua jaana gore gongwe batho ba tlhaselwe ke dilalome fa ba sianela fa go tsa botsogo, ke kgang e tona. Kana tsa *security* di lebagane le *Ministry of Defence, Justice and Security.* Tsa lefifi la toropo di lebagane le ba *Local Government and Rural Development* kana *Mayor.* Tota rona re ne re supa gore *clinics* tse di atamelane go le kae; e nngwe *is just 2 kilometres away from the other one.* Jaanong fa re lebelela ditsompelo tsa *to run clinic 24 hours,* gore go bokete go le kae, re bona seemo se re letla gore re ka tsamaisa ka *system that we have devised in our clusters.*

E tlaa re go ntse go tshabologa *Mr Speaker;* ke dingwe tsa dikgang tse re tlaa di lebelelang gore *clinic* e ya Gaborone West, gongwe e *operate 24 hours.* Mo bo gompionong re iphitlhela re le mo seemong se ka ntata ya ditsompelo tse re nang le tsone, go leka go bula *clinics* tse ka fa re di butsenseng ka teng *Mr Speaker.* Ke a leboga.

FEE INCREMENT FOR MOPHANE WORM DEALERS

MR T. B. LUCAS (BOBONONG): asked the Minister of Environment, Natural Resources Conservation and Tourism:

- (i) to update this Honourable House on the increase of fees for mophane worm dealers and mophane worm export permits;
- (ii) to state the rate of increase (in percentages) of both mophane worm dealers and mophane worm export permit fees and further state the rationale for such rate of increase and the impact on the livelihoods of those who depend on mophane worm for their livelihoods; and
- (iii) if her ministry will be amenable to a downward review of such fees.

MINISTER OF ENVIRONMENT, NATURAL RESOURCES CONSERVATION AND TOURISM (MS KERENG): Ke a leboga *Mr Speaker. Good afternoon Honourable House.* Ke dumela gore karabo e tlaa goroga kwa go *Honourable Lucas.*

Mr Speaker, lephata le itebagantse le gore re bone gore dibapalwanageng le ditsatlholego di a tlhokomelwa e bile di a sirelediwa. E bile gape re kgona go nna le meputso e re e ntshang mo go tsone go tlhabolola, go tokafatsa matshelo le go godisa itsholelo ya setšhaba. Dilo tse di tshwanang le bo phane, re di tlhokometse ka lone lebaka leo.

Mr Speaker, dituelo tsa dilo tse di tshwanang le bo mophane di sale di nna teng lantlha ka *April 2006* go diragadiwa ditsamaiso tsa *Agricultural Resources Conservation, (Utilisation of Veld Products)* gore batho ba ba gwebang ka dilo tse tsholego, go kgone gore go nne le lemnyana le ba le busetsang Puso jaaka Tona Serame a tlhoka gore a tle a tsamaisa mananeo a Puso e bile gape re tokafatse le ditsamaiso tsa go babalela le go sireletsa ditsompelo tse *Mr Speaker.*

E ne ya re ka 2019, Puso e bona botlhokwa jwa go sekaseka dituelo tse di farologanyeng go leka go godisa letlole la Puso go tla go thiba diphatlha tse di neng di bulegile, bogolo jang ka dikgang tsa letlhoko la madi le ditirelo jalo, ga bo go lebilwe gore dituelo tsa babapadi ba phane le tse dingwe le ba ba rekisang phane kwa mafatsheng a sele di bo di okeditswe ka tsela e e ntseng jalo.



Motho fa a ya go bapala phane o duela P5, ba ba e rekisang, P110, ba ba e rekisang ka kwa ga molelwane, P2,200. Ke *permits* tse di neelwang Batswana fela.

The rate of increase; ke tlaa e bua ka *percentages* le dipalo tsa yone, ba ba bapalang go tswa bogologolong jone joo ba ne ba duela P2 fela mme gompiano ba duela P5, ke 150 *per cent increase*. *Dealers* (bagwebi) ba ne ba ntse ba duela P50 dingwaga tsone tseo tse di kalokalo, gompiano ke P110. Ba ba rekisang kwa ntle ga lefatshe P500, ke ene gompiano e leng P2, 200 fa e sale ka 2001.

Mr Speaker, koketsego e e dirilwe ke lenaneo la rona la go tlhabolola, go kabakanya le go godisa itsholelo (*Economic Recovery and Transformation Plan*). Re le simolotse ka *November 2020* e le gore Puso *through cost recovery*, re leke go tshwaragana le bagwebi, e nne e re ka *service fees* tse re bo re thusana gore letlole la Puso le tle le kgone go oketsega re tle re kgone go tswela re babalela itsholelo, re e godise e bile re babalele matlotlo a tlhologo.

Mr Speaker, fa re dira dilo tse, re a bo re kile ra tsena mo dithulaganyong tsa ditherisanyo le ba batsayakarolo go supa gore a tota koketsego e maleba, a mme dikoketsego tsa teng ga di na go bobatsa Puso kana batsayakarolo? Tse kana di diragadiwa mo bagwebing, ke kgwebo *Mr Speaker*.

Dithekiso tseo, go supafala gore go na le meputso e ba e anyang mo go rekiseng phane e bile gape ga go babalele gore ba ka duela madi a a ntseng jalo.

Kwa bofelong a re a mme re ka sekaseka gore dituelo tse di fokodiwe? *Mr Speaker*, ditshekatsheko di tlaa nna teng mme e bile mo nakong ya gompiano re lebile gore re na le molao o mošha o o santseng o agiwa wa *Forest and Range Resources Bill*. O tlaa tsena mo Palamenteng e e latelang. O tlaabo o supa gore re ya go laola dibapalwanageng botoka jang e bile gape *regulations* tsa teng di tlaabo di supa gore dituelo di tsamaye ka tsela e e ntseng jang.

Mr Speaker, kana dilo tse di batla gore fa re bua jaaka Mopalamente a re re sekaseke go di fokotsa, gongwe tshekatsheko e tlile gore ene P2,200, P500 kana P110 o monnyenyane. Ke dumela gore re ka sekaseka mme ga ke dumalane le gore ke tlaa re tshekatsheko e tlaa re fa e dira e bo e lebeletse kwa tlase *Mr Speaker*. Ke dumela gore ditshekatsheko tse di neng di dirilwe di supile gore madi a a lekane e bile ba a a kgona jaaka ba le mo kgwebong ba rekisa phane ka kwa ntle. Mma ke eme foo *Mr Speaker*, ke a leboga.

MR LUCAS: *Supplementary*. Ke ne ke re Tona ga o arabe potso ya me ka boammaaruri ka gore fa e leng gore o bona gore e kare *percentage* e ya kwa godimo, ga o *state* gore ke bokae. Se ke neng ke se boditse ke gore fa o oketsa *permit* ya go rekisa phane kwa ntle *from P500 to P2,200, percentage increase* ke bokae? Ke kopa gore o arabe potso eo o supe gore *percentage increase* ke bokae? Sa bobedi, Tona, kana ke yone Puso e e e buang gore motho fa a amogela madi a a kwa tlase ga P48, 000 *per annum*, ga a na lekgetho lepe le a le lefisiwang...

...Silence...

MS KERENG: O kgaogile *Mr Speaker*, ga ke itse gore a o ne a wetse, ga ke a utlwa ya bofelo sentle.

MR LUCAS: *Sorry*. Ke ne ke re mo go e ya letseno mo Botswana, motho o kgethisiwa fa e le gore letseno la gagwe le feta P48,000 mme mo phaneng le fa e le gore o dira P20,000, o ntse o duedisiwa ene P2,200 fa o rekisa kwa South Africa. Ke re mme lekgetho leo ga o bone gore le babalela ba ba tshelang ka phane re lebile thata gore ka kwano mo kgaolong ya rona ya Bobirwa, bontsi jwa batho temo e padile, ditlou di sentse? A ga o bone gore gone moo go tlile go babalela itsholelo ya batho ba kgaolo e e kwa kwano fela thata fa e le gore jaanong la re le ba kgethisa P2,200 go rekisa phane kwa South Africa? Ke a leboga.

MS KERENG: Ke a leboga *Mr Speaker*. Ke ne ke setse ke supile *percentages*, gongwe ga a nkutlwa ka ya *exporters*. Ke rile fa e sale jaaka dituelo tse di nna teng ka 2006, fa di tla go sekasekwa ka 2019 re bo re di simolodisa ngwaga o o fetileng ka 2020, *exporters' permit* e ne e le P500 mo dingwageng tse dintsi tseo. Gompiano ke P2,200, di oketsegile ka 340 *per cent*. Ke yone *percentage increase* eo.

Mr Speaker, ke ne ke lekile go gatelela gore *fees* tse fa re di lebelela re bo re di oketsa, lengwe la mabaka a re a lebileng ke gore tota di sale di okediwa leng? Se sengwe ke gore mme koketsego e e tlaabo e lebile eng e bile gape e lebile gore kgwebo e batho ba ba e dirang, a mme ba ne ba ka kgona? *Mr Speaker*, ke tlhotlhomisitse kwa lephateng gore a go na le dingongorego tsa gore ga re kgone go anywa sepe mo phaneng ka lebaka la *permits* tse le *charges* tsa tsone. Ga go na dingongorego tse di ntseng jalo. Se ke se utlwang ke tlaa se latedisa le go feta fa ke gore phane e golo ka kwano e a rekwa *Mr Speaker*. Fa ke ne ke bua gore re tlaa lebelela gore re ka di sekaseka, ke tlile go dira jalo. Tshekatsheko e fa e ka tla e supa gore batho ba ba dira madi a e leng gore le P5,000 o ka bereka, a go nne jalo gore re di lebelele.



Ya gore motho o kgetha fela fa a dirile bokana, golo fa ke kgwebo e re e lebeletseng ka mokgwa o e tsamaisiwang ka teng. *Permit* e a tswa e tsaya dikgwedi, batho ba kgona go ya go tsaya phane ba bo ba tsamaya ba ya go e rekisa kwa mafatsheng a sele. *That kind of business* le nako e e diragalang mo go yone le meputso e batho ba ba e bonang, ke santse ke re ga re ise re utlwe gore a go na le bothata jwa gore ga ba kgone go duela madi a go ya ka fa *service fees* tse di ntseng ka teng. Ke a leboga.

MR SPEAKER: Last supplementary, Honourable Nkawana.

MR NKAWANA: *Supplementary.* Ke a leboga *Mr Speaker.* *Video* ya me e santse e na le bothatanyana. Ke kopa go botsa *Minister* gore kana maikaelelo a Botswana ke gore re rekise dithoto kwa ntle *to attract foreign currency.* *Minister* o tlaa dumalana le nna gore jaaka batho ba ba tlaabo ba ya kwa South Africa ba isa phane, madi a ba tlang ka one ka kwano ke a mafatshe a sele; a ka tla e le Rands, Dollars kgotsa *other currencies.* Potso ke gore re le Puso, re ba thusa jang gore re kgone go tlisa *foreign currency* e ntsi, go na le gore re bo re ba kganela ka makgetho a mantsintsi?

Se sengwe gape *Honourable Minister* ke gore, ga ke itse gore ke ka dirisa lefoko lefe mme gone o a itse gore ga o bolelele ruri fa o re ga go na dingongorego. Rona ba e leng gore *we are on the ground* Mapalamente a dikgaolo tseo, ke dingongorego tse re di utlwang malatsi otlhe gore *licenses* tse di a tura. Le *Honourable Molebatsi* ke mosupi, re tlhola re bua nna le ene gore go baakanngwe. Tota fela se setona ke gore o tlhalose gore lona le thusa batho ba ka eng, *facilitating process* ya gore ba tloisetse dithoto tse kwa ntle ba tsise madi ka kwano? Ke a leboga *Mr Speaker.*

MR SPEAKER: Honourable Minister.

MS KERENG: *Mr Speaker,* mma ke tlhalose gore kana batho ba ba mo kgwebong, Puso *facilitates* kgwebo ka go tlhomamisa gore selo santlha phane e ba yang go e rekisa eo, e babalesegile. Re tlhokometse tikologo, ba kgona gore ba e fitlhele e le teng ka nako e ba tshwanetseng gore ba e ise. Re bo re dira gore ditsamaiso tse dingwe tsa Puso, sekai; ga ba na go kganelelwa kwa melelwaneng gotwe ga ba ye go rekisa phane e le ka ditsamaiso gongwe tsa Puso. *They are free* gore ba ye go rekisa ka tsela e e ntseng jalo. Ga ke batle go dumela gore a se ke se akanyang gore Rre Nkawana o a se bua ke gore re ba rwalele dithoto tse re ye go di ba rekisetsa kwa, re ba buelele gore ba rekisa ka bokae, re bo re tla

re bone gore fa le ne le itirela, nkabo le bone bokana, gongwe re ka bo re le direla jaana. *Mr Speaker,* kgwebo e ka fa ke e utlwileng dikgang le dipego ka teng, e lebega e tsamaya sentle. E bile batho ba a itumela, ba nna ba lebeletse gone gore nako ya phane ba tlaabo ba ithulagantse botoka.

Mr Speaker, kgang ya gore go na le dingongorego tse dintsi, nna ka re ga ke ise ke di utlwe ka kwano. A wena o kile wa utlwa ne Mopalamente fa batho ba re phane e re tsenyetsa letseno, re kgona go itshetsa ka yone? Gongwe re tle re dumalane gore re tlaa dira *an analysis* ya *business* eo, ke gone re tlaa tlang re bona gore mme gone dikgopi di ka tswa di le kae. Re tle re supe gore gongwe kgetsi e nngwefela jaaka ke setse ke utlwile gore motho a kgona go rekisa di le 30 di le 40, e le nngwefela e kgona go dira R2,500. Golo moo go supa gore kgetsi e nngwefela mo go tse 20, e duelela *permit.* Bagaetsho, Puso e tlhoka letseno leo la madi gore e kgone go tsamaisa mananeo, re kgone gore le tsone dilo tse re di babalele, bana ba rona le bone ba di fitlhele di ntse di le teng *Mr Speaker.* Ke a leboga.

PALAPYE PRIMARY HOSPITAL MATERNITY WING

MR O. RAMOGAPI (PALAPYE): asked the Minister of Health and Wellness if he is aware that Palapye Primary Hospital maternity wing is too small to accommodate people from the Palapye catchment areas which includes Lerala/Maunatala, Mmadinare, Serowe South, Serowe North and part of Sefhare/Ramokgonami and to further state:

- (i) the maternal mortality for Palapye Primary Hospital in the last five years and categorise according to the causes;
- (ii) infant mortality rate in Palapye for the last five years and the standard, target set by the World Health Organisation (WHO);
- (iii) the statistics of pregnant women who were transferred to Serowe Sekgoma Hospital for delivery due to lack of accommodation in Palapye in the last five years, categorising by cause of death;
- (iv) the plan of the ministry to save lives of pregnant women and infants in Palapye Primary Hospital; and
- (v) if he does not see the urgent need to build the new Palapye Hospital which has been in the National Development Plan (NDP) for a very long time.



ASSISTANT MINISTER OF HEALTH AND WELLNESS (MR LELATISITSEWE): *Thank you so much Mr Speaker. Thank you so much Rre Ramogapi go botsa potso eo. Ke supe jaana Mr Speaker, gore Palapye Primary Hospital e fitlhelwa mo Serowe-Palapye District Health Management Team (DHMT). Sepatela se se akaretsa Tswapong North Region up to Topisi area mme they refer kwa Sekgoma le kwa Nyangabgwe hospitals. That is where they refer to, ke dipatela tse ditona. Maternity wa sepatela se sa Palapye Mr Speaker, is a 22 bed facility e e nang le mo gotweng delivery room le Ante-Natal three beds le Post Natal e re fa motho a sena go fetsa go tshola, a bo a lebelelwa teng malatsi a mabedi kana a mararo, kana hours pele a gololwa a ya kwa lelwapeng. Ka ngwaga Mr Speaker, sepatela se se bona batsetsi kana baimana in a range between 1, 300 to 1, 500. Ke sone se o bonang maternity e bona batho ba le palo e e kalo. Ga gona balwetse bape ba re ba romelang gope ka ntata ya letlhoko la boroko kana ka lack of space jalojalo.*

- (i) *Mr Speaker, mo dingwageng tse tlhano tse di fetileng, five maternal deaths were reported kwa Palapye Primary Hospital. The causes were as follows; two were due to rupture of aortic aneurysm, one was due to uterine rupture, one was due to sepsis resulting from a retained products of conception, mo re ka reng ke bo abortion jaana. One was due to cardiac failure as a result of pulmonary edema or cardio myopathy. Fa o batla le tsone ke di tlhalosa, re tlaa di tlhalosa re ya kwa pele.*
- (ii) *Mr Speaker, infant mortality rate kwa sepateleng se sa Palapye stands at 6 over 1000 live births. The global infant mortality rate in 2021 was 27 over 1000 live births. Jaanong mme se le fa Palapye re bona e dira botoka, ga se keletso ya rona gore re latlhegelwe ke bana bape Mr Speaker. Ke ne ke re ke gatelele eo.*
- (iii) *Mr Speaker, sepatela se sa Palapye refers an average five to 10 pregnant mothers to high level facilities tse di tshwanang le Sekgoma le Nnyangabgwe mo kgwedding. Fela jaaka ke buile kwa godimo, e ya bo e le gore batho ba ke ba ba tlhokanang le specialist services ka gore ga re na yone ngaka e gotweng it specialises mo go bomme e gotweng Obstetrician mo Palapye Mr Speaker. E fitlhelwa kwa Sekgoma kana kwa Nyangabgwe. Ke gone kwa re romelang teng.*

- (iv) *Mr Speaker, lephata has got several initiatives that are geared towards serving mothers and babies. Palapye Primary Hospital is implementing the national quality improvement initiative such as the Maternal Mortality Reduction Initiative (MMRI) and Emergency Obstetric and Neonatal Care and safe motherhood. These initiatives Mr Speaker, are continuously built relevant skills, while at the same time the holistic improvement of public health ensures continuation of care at all levels. E a bo e le go leka jalo go tlhabolola dikitso fela tse di amanang le tsa pelegi.*
- (v) *Mr Speaker, re supe jalo gore sepatela se sa Palapye was earmarked for upgrading mo NDP 11 fela jaaka projects tse dintsi. Gape re supe jalo gore it was prioritised on the Economic Stimulus Package (ESP). Unfortunately ka ntata ya go tlhoka madi, the hospital was deferred mme it has been submitted for consideration on NDP 12. Thank you so much Mr Speaker, and thank you Honourable Member.*

MR RAMOGAPI: *Supplementary. Ke a leboga Mr Speaker. Ke a go leboga Honourable Lelatisitsewe. Ke tsaya gore o bua ka sepatela se o se itseng, ke go lebogele seo ka gore o tle o kgabole mo go sone. Se se tshwenyang Honourable Minister ke gone gore tota fa batho e le gore ba kgona go romelwa ba le bo five to 10 kwa bo Francistown le Sekgoma, kana golo mo ga ke itse gore a le a bona gore go tsenya bomme mo diphatseng tse ditona. Ka gore selo santlha le yone ambulance ga e yo, ga ke itse gore a o itse gore tota go diragala eng ka gore le ambulances gone fa o fitlhela di seyo. Fa re bua ka dipalo tse kana, ke tse e leng gore jaaka o itse gore ke kile ka go lekodisa maloba, yo mongwe ngwana a tlhokafaletse mo go mme, e le dilo tse di botlhoko mme go pala gore a thusiwe ka bofefo mo e leng gore o batlile go tsamaya. Tona, a se o a se itse, mme o se tsibogela jang go leka go thusa go boloka bomme?*

Sa bobedi ke go botse gore a mme o a itse Tona gore le nna ke le Mopalamente, ke na le maiteko a ke kileng ka bua le bagwebi ba ba ikemetseng ka nosi mme ba re solofetsa gore ba ka nthusa. Lephata la gago le pala go ntsha drawing plans tse e tlaabong e le package ka gore e ne e le gore gatwe ga go ka ke ga kgonagala gore gongwe mongwe a itirele kwa, re tloga re dira mo go kगतलhanong le ga ga Goromente. Plans fela di a pala gore di tswe, ke re a tota o itse seemo seo rraetsho, fa e le gore ga o se itse, re go thusa.



Kgang ya boraro *Mr Speaker*, ke go botse gore, ao! motho wa Modimo, mathata jaanong ke eng go sa dirwe *maintenance*, ka gore go kile ga buiwa ka *tender* gore ke e e teng. *It is being postponed, validity date*, ke eo e tloga e diriwa, mme sepatela se tota ga se a siamela botsogo ka fa go ntseng ka teng.

Ya bofelo, ke go botse gore rraetsho, tota mme a le bona le le *fair* ka fa le abang ditiro ka teng mo lefatsheng la Botswana, mo e leng gore sepatela go tlaabo gotwe se tlaa tsena mo kgannyeng ya go tsosolosa itsholelo e o neng o bua ka yone ele, se bo se felela se sa dirwe, go bo gotwe nnyaa, NDP, se bo se felela se sa dirwe. Ke gore go nna go tlosolosiwa sone fela mme tse dingwe ditiro mo lephateng le lengwe di dirwa. A mme tota golo fa le bona le le *fair*? Le bokete jo e leng gore sepatela se se bo rwele, kana se rwele le batho ba ba *along A1 Road*, dingaka di a imelwa gotlhelele.

Ya bofelo, ke botse ka ya dingaka tse o saleng o di tsero di le 15 o re di ya dithutong. O di busa leng ngwana wa ga mme ka gore o itse bothata jwa Palapye? Batho ba tlhola ba lela fela ba re ba itaya baoki ka gore ga ba kgone go alafiwa, ga go na bongaka. Ke a go leboga rra.

MR LELATISITSWE: *Thank you so much Mr Speaker.* Ke supe jalo gore go boammaaruri gore palo e ya *five to 10* e kwa godimo. Fela jaaka tota ke tlhalositse, kana batho ba ba a bo ba lata *specialists* tse e leng gore ka bontsi re le Goromente re palelwa ke *to keep them* gore ba nne mo dipateleng tsa rona. Jaanong ke sone se re reng batho *are referred* gone kwa Nyangabgwe le Serowe kwa e leng gore ke dipatela tsa rona tse di kgolwane. Seemo se re le lephata, re na le *a strategy* se re le kang jalo *to engage* ba *the private sector*. Ke lenaneo le re yang go le simolola *in this financial year* go bona jalo gore fa e le gore go na le *a gynaecologist within* Palapye yo nako le nako e reng fa re batla *a specialist*, re tlaabo re kgona go mo tsaya gaufi. Ke supa jalo gore se ke lenaneo la rona le e leng gore le teng. Le tsone tsa theko, mo gotweng *expression of interest*, di ne di setse di le *float*ed jalo gore ba itshupe ba ba leng teng mo *regions* tseo, *so that* fa re ba tlhoka, re bo re ba dirisa ba le gaufi *Mr Speaker*. Ke amogele seo.

Kgang ya gore go na le bagwebi ba ba neng ba ... (*Inaudible*)... ga ke e itse *Honourable Member*. Ke dumela jalo gore ke kgang e re ka e dirang ka bofelo go bona jalo gore radikgwebo yo kana bone boradikgwebo ba ba ikemetseng ba se ka ba tloga ba re latlhegela. *It is not the intention of the ministry* gore gongwe motho fa a batla go thusa, a kgarakgatshiwe mo go kalo. Ke ne ke

re rra, re tlaa e tshwaraganela go bona gore re a e digela ka nako e khutshwane.

Ya *maintenance* le yone ke supe jalo gore dikonteraka tsa *maintenance* tse di ntsi *were deferred* ka ntata ya COVID-19 ka gore COVID-19 e ne ya emisa dilo tse di ntsi. Ke dilo tse e leng gore *they will be considered in the next financial year*.

Ya bofelo ya dingaka tse di ileng *training*, *Mr Speaker*, ke supe gore *it was a four-year programme*, ba simolola go boa mo dingwageng tse pedi tse di tlang, ba tlaabo ba ntse ba boela mo lefatsheng la rona. Kana jaanong ba ya go tla e le *specialists*, ga re itse gore *will we keep them* kana ba tlaabo ba tsena *in the private sector*. Ba tlaa simolola go boa *in the next two years coming*. Ke a leboga.

MR SPEAKER: Honourable Members, we have almost overrun the runway. Let us proceed to the next issues.

TABLING OF PAPERS

The following papers were tabled:

NATIONAL QUALITY POLICY FOR BOTSWANA (NQP), 2021

(Minister of Investment, Trade and Industry)

BOTSWANA INTELLECTUAL PROPERTY POLICY (BIPP), 2021

(Minister of Investment, Trade and Industry)

MINERALS POLICY, 2022

(Minister of Mineral Resources, Green Technology and Energy Security)

CIVIL AVIATION (AMENDMENT) BILL, 2021 (NO. 30 OF 2021)

Second Reading

(Resumed Debate)

MR SPEAKER: Order! Order! Honourable Members, when the House adjourned, the Honourable Minister of Transport and Communications was on the floor responding to the debate. Honourable Minister, you may continue.

MINISTER OF TRANSPORT AND COMMUNICATIONS (MR SEGOKGO): *Ke a leboga Mr Speaker.* Correctly so, and when we



adjourned, there was just an issue that I was addressing, a clarification sought by Honourable Mokgethi, as to the Minister having jurisdiction over the accident, and whether it is permitted for parallel investigations.

Honourable Mokgethi, I am advised so, that in fact, it does allow for that. The jurisdiction *ya ga Tona o a bo a sa tlotlhomise* criminal activity and that sought of thing, and there are laws that pertain to that, and under that, they are able to pursue such matters in the course of investigation.

Ke ne ke tswelitse Mr Speaker, ke tsibogela...

MR KEORAPETSE: Clarification on that point Honourable Minister. Thank you Mr Speaker. On that point, I understand the concern *ya ga* Honourable Mokgethi because that is exactly my concern, *ya gore kana* there is nothing in the law that explicitly precludes parallel investigations, but however, there is also nothing in black and white that says there can be parallel investigations. So, what harm would it do if we craft our aviation laws in the way that in other jurisdictions, they have worded them in making clear provisions in the aviation law for parallel investigations that may go into looking at criminal liability? I think that is where the concern is, because there may be an interpretation that it actually does preclude by being silent.

MR SEGOKGO: Ke a leboga Honourable Keorapetse. *Whilst my answer remains exactly what I answered*, mo nakong e, ga ke na a clear answer to you in respect to what harm it would cause, so ke kopa gore ke name ke tswelitse ka yone ka gore *tota I will not answer sufficiently to say* gore there would be harm or no harm. Mr Speaker, sebui sa bobedi e ne e le Honourable Boko. *I touched on the issues* tse a neng a buile ka tsone, *not so much pertaining to the Bill, but just growth of the aviation industry.* Ke supile jalo Mr Speaker, *gore in fact there was growth in the aviation industry and that growth e ne e supagala even in passenger volumes. If you take 2012 I think, annually at a 190 000, bo 2019 thereabout crossing well over 220 000.*

Se sengwe Mr Speaker, ke gore *the concerns have been raised on airfares and more specifically Air Botswana airfares.* Ke amogela *these concerns raised by members and we are constantly engaging* le Air Botswana to see gore *how is it that they can achieve reductions in their airfares, but these involve quite substantive activity which involves* go lebelela *their aircraft fleet, the passengers they are carrying and the rate at which*

they must charge their fares. So I take that Honourable Members, mme ke a amogela, ke tsaya gore ke kgang e ke tlaabong ke ntse ke e tshwaraganetse le bone go bona gore re ka fokotsa jang fares tsa Air Botswana.

Honourable Monnakgotla o ne a bua a ema nokeng (*support*), mme e bile a bua ka botlhokwa jwa *safety*. Tota fela ke lebogela mafoko a gagwe otlhe, nte ke rialo ka botlalo, a ba a ya go kgoma gore kana le yone *safety* e akaretse le ba ba neetsweng mafelo gore ba gwebe mo *airport*. *Security sa airport kana aerodrome* se botlhokwa Honourable Monnakgotla, re tlaa dira jaaka o ntse le wena o bua, re tlotlhomisa, re nna re dira *inspections* go tthomamisa gore tshireletsego ya bapalami go simolola mo gone fela fa *airport*, e mo seemong se se ntseng jang.

Ke utlwile mmaetsho ka kgang ya kwa Hukuntsi, tota ke tlaa batla go soboka, dikgang tsa *airfields, airstrips*, Mapalamente, ke le utlwile, ke tsaya gore di ne di sa lebagana thata le *Bill*. Ke tse ke tsayang gore gongwe fa re bua ka *budget*, ke a bo ke tlhaloganya gore ke tsone dikgang tse gantsi re ka bong re di tsenya. Ke a itse mme gore fa re bua ka *budget ya ministry* wa me, kgangkgolo thata e nna ditsela, tse dingwe tse e bo e kete di beelwa fa morago. Ke batla go supa gore ke a amogela tota gore re a sekaseka go bona gore re ka tokafatsa jang go fofa ga difofane bogolo jang kwa bophirimatsatsi jwa lefatshe leno. Ke e soboke jalo, ke lebile *airfields* le *airstrips*. Mabaka a a ntshitsweng ke a ke a amogelang; Bojanala le go thusa ba ba tlhokang thuso ya potlako ya botsogo.

Honourable Ramogapi le ene o ne a *support Bill*, mme o ne a nna mo ntlheng ya *fair competition*. A ngongoregela *charges* tse di neng di lefisiwa (*charge*) ke ba *Civil Aviation*, mme e bile gape a bua gore o kare di fa godimonyana. Ke tsaya gore *charges* tsa rona mo Botswana, ka fa ke di tlhaloganyang, ke di lekodisiwa ka teng, di fa tlase, re fa tlase ga mafatshe otlhe a a re dikologileng. Ke tsaya gore ka tsela e e ntseng jalo Honourable Ramogapi, re tlaa tsenya leilho, mme fela ke go raya ke re fa o ka re tshwantshanya le *airports* fela tse dingwe tsotlhe tse di re dikologileng, re fa tlase e bile ba setse ba na le kopo ya gore a re ne re ka se ka ra oketsa gongwe *charges*.

E nngwe ke *flights* tsa Air Botswana tse di neng di khanselwa. Tota rraetsho, Air Botswana kana e tsamaisa kgwebo, ba tsaya ditshwetso ba le koo ka *flights* tsa bone ka mabaka a ba ka bong ba a lebile. Ga ke na mabaka a *flight* e a neng a bua ka yone. Ke tsaya gore ga se mo ke ka kgonang gore ke tsene boteng mo go yone, mme bone ba a bo ba lebile seemo sa gore a ba tlaa kgona go fofa kana jang.



O ne a umaka go nyelela ga *black boxes* tsa difofane, mme tota mo gongwe tota e kete go tlhoka go bonwa ga tsone. O umakile dikgang tse di sa ameng lefatshe le thata, mme e le gore o ne a di dirisa e le sekai. Se ke se amogelang e bile ke tlaa tlhomamisa gore re tswela re ntse re se dira, ke gore fa re tlhotlhomisa, le yone fa e tlhoka gore e bonwe, re dira bojotle jwa gore e a bonwa e bile botlhokwa jwa go sireletsa lefelo le e tlaabong e le lone le sefofane gongwe se wetseng teng, gore sepe se se ka sa tswa foo, e se ka fa tlase ga taolo ya motlhotlhomisi yo o tlhotlhomisang gore kotsi e e diragetse eo, e diragetse jang.

Le ene o ne a bua ka *airfields*, a bua ka tse di kwa Palapye. Ke tsaya gore mafoko a me a ntse a a tshwana. O ne a eletsa go tlhatswiwa kgang ya kwa Mapharangwane, ke dumela gore ba itshireletso, ba ka tlhatswa botoka thata ka kgang eo, mme ke tsaya gore ke utlwile kgang ya gago.

Honourable Molebatsi le ene o ne a *support*, mme e bile a supa gore o itumelela thata boloko jwa rona jwa ICAO a supa gore re le lefatshe, re roba go le gontsi mo go bone. E bile a bo a kopa gore re dire bojotle gore a ke melao, melawana kana boranyane, re dire gore *we are aligned* kana re gata sentle, re gata le ba ICAO mo dikarolong tsone tse.

O ne a umaka sengwe ka *vaccinations*, a tlhatswa kgang ya gagwe ya boranyane, ke batla ke mo reye ke re tumelo ya me ke gore le ba botsogo kwano, ba setse ba ntsha *certificates* tsa *vaccination* tse di nang le QR code *Honourable Molebatsi*. So go supa sone se o neng o ntse o se bua.

O supile ka fa boemelo jwa difofane bo kgonang go nna selebego sa lefatshe. Ke a amogela thata gore go ka nna jalo, go ntse jalo, nte ke rialo le gore re tlaa ikitaya ka thupana go tswela ka go tlhabolola bolebejo joo jwa rona jwa diemo tsa difofane.

A bo a supa gore o itumelela dintlha dingwe mo molaong, o ne a tsepama tota mo dintlheng tsa molao, *protection* ya *consumer rights*. Ke a itumela rraetsho, e bile le wena o lemotsha gore fa gongwe *cancellation*, *delays* tsa *flights*, e a bo e le kgatako ka tsela nngwe ya bone ba ba rekileng *tickets*. O tsentse ngongorego ka *towers* tsa *mobile network operators*, tse e leng gore fa gongwe ga di tlhome dipone kwa godimo. Go mo molaong jaaka o bona re ne re dira phetogo ya molao gape gore go ba tlame go tsibosa ba CAAB ka *towers* tsa go nna jaana. O bo o nkgothatsa gore ke fefoge *to promulgate regulations*, ke tsere kgakololo ya gago *sir*.

Ke tlaa soboka fela tsa ga Rre Motsamai ka gore o ne a remeletse thata mo dikgannyeng tsa go fofa le *airstrips* tse di ka bong di le kwa mafelong a a kwa bophirimatsatsi jaaka ke buile. Tse ke batlang go mo raya ke re, re di lebeletse. Mabaka a a ntshitseng a gore ke eng re tshwanetse ra di leba rraetsho, ke a utlwile.

Rre Mmolotsi o ne a bua ka botlhokwa jwa go godisa kgwebo ya difofane le dipoelo tsa yone mo lefatsheng leno, mme ke batla gore ke mo rurifaletse gore nnyaa, le rona ke se re se dirang Rre Mmolotsi. Fa o nna o bona difofane tse dingwe di tla jaana, *whether these are non-schedule flights* le *chartered flights*, re a bo re tswelletse ka go tlhabolola motsamao wa difofane gone go tla kwano. Di dintsi rraetsho, o ne o kaya sekai sa bo Ethiopia, re buisana le *airlines* di le mmalwa fa ke tsaya Air Botswana. Ke a itse gore ga e a itebaganya thata le molao jaaka o ntse, mme fela ke yone sekai se o neng o se bua.

Ke batla ke go bolelele gore le rona re lebile dintlha tse, go tlhomamisa gore re tlhabolola ka fa difofane di amanang e bile di tsayang itsholelo ya lefatshe le ka teng. Le wena o buile ka Francistown-Maun-Kasane le Francistown-Kasane, *those direct routes*. Dilo tse ke tse di lebelelwang ke *the airline*, ba lebeletse gore a mme ba na le bapalami ka dipalo tse ba ka di kgonang, tse di tlaa kgonang gore di ba fe letseno. Ke di tsere, ke tlaa di fetisetse kwa go bone.

Sebui sa bofelo *Honourable Brooks*, o ne a ama dintlha tse ke belaelang gore di ne di gata mo go tse batlotlegi ba neng ba bua ka tsone, bogolo jang tsa *airfields*. Gongwe go na le dingwe tse ke neng ka se ka ka di tsaya. *Mr Speaker*; ke lebogetse ka fa Mapalamente ba akgetseng ka teng, ke kopa gore molao o Palamente e tle e o fetise *to be read the second time*. *Thank you*.

Question put and **agreed to**.

Committee - **Forthwith**.

ASSEMBLY IN COMMITTEE

(CHAIRPERSON in the Chair)

**CIVIL AVIATION (AMENDMENT) BILL,
2021 (NO. 30 OF 2021)**

MR CHAIRPERSON (MR SKELEMANI): Order! Honourable Members. The Bill before you has got 28 Sections and a Schedule. I have not received any notice of amendments, and therefore we take the Sections in groups of 10.



Clauses 1-10 **agreed to.**

Clauses 11-20 **agreed to.**

Clauses 21-28 **agreed to.**

Schedule **agreed to.**

CIVIL AVIATION (AMENDMENT) BILL, 2021 (NO. 30 OF 2021)

Bill reported from Committee **without amendments.**

Third Reading - **Forthwith.**

Third Reading

CIVIL AVIATION (AMENDMENT) BILL, 2021 (NO. 30 OF 2021)

(Minister of Transport and Communications)

MR SPEAKER (MR SKELEMANN): Order! Honourable Members. The question is that the Civil Aviation (Amendment) Bill, 2021 (No. 30 of 2021) be read a third time.

MINISTER OF TRANSPORT AND COMMUNICATIONS (MR SEGOKGO): Mr Speaker, I beg to move that the Civil Aviation (Amendment) Bill, 2021 (No. 30 of 2021) be read a third time and do pass.

MR SPEAKER: Order! Honourable Members. The question is that the Civil Aviation (Amendment) Bill, 2021 (No. 30 of 2021) be read a third time and do pass.

Question put and **agreed to.**

...Silence...

MR SPEAKER: Honourable Members, there is a Standing Order here, I do not know why it was put here. We are all in agreement but it says we must go for a division.

HONOURABLE MEMBER: *Hey! Melao e ya sekolone.*

MR SPEAKER: Ke lona le e dirileng.

HONOURABLE MEMBER: Ya bo Rre Molale.

MR SPEAKER: Despite the fact that I know we all agree, let us follow the Standing Order because of those ... (Inaudible)... it and call the roll call. We should be quick because we all agreed.

Question put and **Division Ordered.**

CLERK:

MEMBER'S NAME	AYE	NO	ABSTAIN	ABSENT
His Excellency Dr Masisi				
Honourable Autlwetse	√			
Honourable Balopi	√			
Honourable Boko	√			
Honourable Brooks	√			
Honourable Billy	√			



Honourable Dr Dikoloti				
Honourable Dr Dow				
Honourable Gare	√			
Honourable Dr Gobotswang	√			
Honourable Greeff				
Honourable Hikuama	√			
Honourable Kablay	√			
Honourable Kapinga	√			
Honourable Kekgonegile				
Honourable Keorapetse				
Honourable Kereng	√			
Honourable Kgafela	√			
Honourable Khama				
Honourable Dr Kwape	√			
Honourable Lesedi	√			
Honourable Lelatisitswe	√			
Honourable Lesaso				
Honourable Dr Letsholathebe				
Honourable Letsholo				
Honourable Leuwe	√			
Honourable Lucas				
Honourable Majaga	√			
Honourable Makwinja	√			
Honourable Manake	√			
Honourable Mangwegape-Healy				
Honourable Mathoothe	√			
Honourable Dr Matsheka				
Honourable Mmolotsi	√			
Honourable Mmusi	√			
Honourable Moabi	√			
Honourable Moagi	√			
Honourable Moatlhodi	√			
Honourable Modukanele	√			
Honourable Mokgethi				
Honourable Molale	√			
Honourable Molao				
Honourable Molebatsi	√			
Honourable Monnakgotla				
Honourable Morwaeng	√			
Honourable Moswaane				
Honourable Motaosane	√			
Honourable Motsamai	√			
Honourable Mthimkhulu				



Honourable Mzwini	√			
Honourable Nkawana	√			
Honourable Pule	√			
Honourable Rakgare				
Honourable Ramogapi				
Honourable Reatile	√			
Honourable Regoeng	√			
Honourable Saleshando	√			
Honourable Segokgo	√			
Honourable Serame	√			
Honourable Shamukuni	√			
Honourable Thiite				
Honourable Dr Tshabang	√			
Honourable Tshere	√			
His Honour Tsogwane	√			

HONOURABLE MEMBER: Aye for Dr Dikoloti.

HONOURABLE MEMBER: Aye, go ne go gana.

HONOURABLE MEMBER: Aye, Mthimkhulu.

HONOURABLE MEMBER: Terena e fetile.

HONOURABLE MEMBER: Aye for Ramogapi.

HONOURABLE MEMBER: Terena e fetile.

HONOURABLE MEMBER: A-ah. Go ne go gana, golo mo ke mathata fela.

HONOURABLE MEMBER: Gatwe terena e fetile.

HONOURABLE MEMBER: Go gana wena monna, ga gona sepe se se ganang.

HONOURABLE MEMBER: Terena e fetile.

HONOURABLE MEMBER: O ka bo o boleletse *Honourable* Hikuama gore a go tlhophela.

HONOURABLE MEMBER: Nnyaa mme ba utlwile gore ke tlhophile. Golo mo go dingalo.

MR SPEAKER: *Maduo a tlhopho ya lona*; those who said 'Aye' 45, no 'noes', 20 absent. So the Ayes have it.

Bill read a third time and **passed**.

MR SPEAKER: Order! Order! Honourable Members, that concludes the matters on today's Order Paper.

Before I call upon His Honour the Vice President (VP), the Leader of the House to move a Motion of adjournment, I understand the Minister for Presidential Affairs, Governance and Public Administration wants to ask for your indulgence.

MINISTER FOR PRESIDENTIAL AFFAIRS, GOVERNANCE AND PUBLIC ADMINISTRATION (MR MORWAENG): Ke a leboga Motsamaisa Dipuisanyo tsa Palamente rraetsho. Ke a ikokobetsa, ke ne ke kopa mongwame gore re na le *Bill* kana e re ntseng re e buisanya ya Standing Committee, e ke neng ke kopa ka boikokobetso



gore a re ka se ke re ye kwa General Assembly re e buisane, re dirise nako e re leng mo go yone gore re tle re buisane, ke lebile kgang ya nako mongwame. A o ka letla gore o ntelle gore ke *move Motion* o wa *Urgency* gore re ye kwa General Assembly, gore re kgone go buisana *Bill* e mongwame? Ke a ikokobetsa.

MR SPEAKER: Honourable Members, this is the request by the Minister in charge of the Bill, as he wants consultations as soon as we finish our business today, if we go into the General Assembly to hear what he has to say regarding the Bill he wanted to bring to Parliament.

What would happen Honourable Members is that after the VP has moved the Motion of adjournment, the connection to the television (tv) or the recording outside, will have to be disabled, nobody will be broadcasting what we will be saying in the General Assembly. You can remain where you are, we will disconnect, nobody will be able to tell the world what we are discussing.

As we have concluded this Order Paper, may I ask you Leader of the House, Your Honour the VP, to move a Motion of adjournment.

MOTION

ADJOURNMENT

LEADER OF THE HOUSE (MR TSOGWANE): Mr Speaker, as we have concluded today's business, I move that this House do now adjourn.

Question put and **agreed to.**

The Assembly accordingly adjourned at 3:39 p.m. until Wednesday 30th March, 2022 at 2:00 p.m.



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