




Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor, Kenya

Volume II: SEA Report Annexures

October 2016

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Annexures

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Annex A

Communication with NEMA

Annex A1

NEMA SEA Scoping Report Submission Acknowledgement

nema
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NEMA/SEA/5/2/ 043 **2nd March, 2016**

The Principal Secretary
Ministry of Transport and Infrastructure
Transcom House
Ngong Road
P.O Box 30260-00100
NAIROBI

RE: ACKNOWLEDGEMENT OF THE SCOPING REPORT FOR STRATEGIC ENVIRONMENTAL ASSESSMENT FOR THE FORMULATION OF A MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The National Environment Management Authority (NEMA) acknowledges receipt of three copies and a soft copy of the Scoping Report for the Strategic Environmental Assessment for the formulation of a Master Plan on Logistics in the Northern Economic Corridor, Kenya prepared by ERM East Africa Limited.

The reference number for the report is **NEMA/SEA/5/2/043** for any future correspondence.

The scoping report will be reviewed in accordance with section 57 A of the Environment Management and Coordination Act (EMCA) Amendment of 2015, Regulations 42 and 43 of the Environmental (Impact Assessment and Audit) Regulations, 2003 and the National Guidelines for Strategic Environmental Assessment 2012 and the final decision communicated to you.

In the interim, please do not commence or proceed with implementation of the plan until you receive communication from NEMA on the same.

Sakwa

OCEANIC SAKWA
FOR: DIRECTOR GENERAL

Annex A2

NEMA SEA Scoping Report Approval

NATIONAL ENVIRONMENT MANAGEMENT AUTHORITY

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Popo Road, Nairobi, Kenya
E-mail: dgnema@nema.go.ke
website: www.nema.go.ke

NEMA/SEA/5/2/043

6th April, 2016

Principal Secretary
Ministry of Transport and Infrastructure Development
P. O. Box 30260-00100
NAIROBI

APPROVAL OF THE SCOPING REPORT FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) STUDY FOR THE FORMULATION OF A MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

In light of the provisions of the Environmental Management and Coordination Act, Cap 387 Laws of Kenya; Regulations 42 and 43 of the Environmental (Impact Assessment and Audit) Regulations of 2003 and the National Guidelines for Strategic Environmental Assessment in Kenya, the National Environment Management Authority (NEMA) has administratively reviewed the scoping report that was submitted and approved it.

In view of this, you are supposed to undertake a Strategic Environmental Assessment study, prepare and submit the draft SEA Study report for the Formulation of a Master Plan on Logistics in The Northern Economic Corridor to NEMA for review. The following issues should be adequately addressed during the SEA study process:

1. The matters that are more appropriately assessed at other levels or layers of decision making.
2. The comprehensive description of alternatives showing if they are within the ministry mandate, if relevant resources and technology is available, feasibility, etc.
3. The discussion on difficulties, assumptions and uncertainties.

In the interim, please do not commence or proceed with implementation of the master plan until you receive communication from NEMA on the same.

DAVID ONG'ARE
For: DIRECTOR GENERAL

Annex B

ERM NEMA Certificate and 2016 Practicing Licence

FORM 5 (r.14(4))

NATIONAL ENVIRONMENT MANAGEMENT AUTHORITY (NEMA)
THE ENVIRONMENTAL MANAGEMENT AND CO-ORDINATION ACT
CERTIFICATE OF REGISTRATION AS AN ENVIRONMENTAL IMPACT ASSESSMENT/ AUDIT EXPERT

Certificate No: NEMA/EIA/RC/572

Application Reference No: NEMA/EIA/ER/1915

This is to certify M/s **Environmental Resource Management East Africa Ltd(ERM)** of P.O Box 100798 - 00101 Nairobi (Address) has been registered as an Environmental Impact Assessment Expert in accordance with the provisions of the Environmental Management and Coordination Act and is authorized to practice in the capacity of a Lead Expert/Associate Expert/Firm of Experts (Type) **Firm of Experts**

Expert Registration No: **7264**

Issued Date : **9/16/2014**

Signature

(Seal)

Director-General
The National Environmental Management Authority

P. T. O.

ISO 9001 : 2008 Certified

FORM 7 (r.15(2))

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NATIONAL ENVIRONMENT MANAGEMENT AUTHORITY(NEMA)

THE ENVIRONMENTAL MANAGEMENT AND CO-ORDINATION ACT

ENVIRONMENTAL IMPACT ASSESSMENT/AUDIT (EIA/EA) PRACTICING LICENSE

License No : NEMA/EIA/ERPL/2575

Application Reference No: NEMA/EIA/EL/4136

M/S **Environmental Resource Management East Africa Ltd (ERM)**
(individual or firm) of address

P.O Box 100798 - 00101 Nairobi

is licensed to practice in the

capacity of a (Lead Expert/Associate Expert/Firm of Experts) **Firm of Experts**
registration number **7264**

in accordance with the provision of the Environmental Management and Coordination Act, 1999.

Issued Date: **1/6/2016**

Expiry Date: **12/31/2016**

Signature…..

(Seal)
Director General
The National Environment Management Authority

P. T. O.

ISO 9001 BUREAU VERITAS Certification

ISO 9001 : 2008 Certified

Annex C

NEC Proposed Project List

Master Plan on Logistics in Northern Economic Corridor

Suggested Project List

May 2016

JICA Study Team

NIPPON KOEI

EJEC

PADECO

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2. Railway
3. Border Posts
4. Port, Airport, and Inland Way
5. Logistic Hub
6. Oil and Mining
7. Agriculture and Fishery
8. Manufacture
9. Power
10. Water

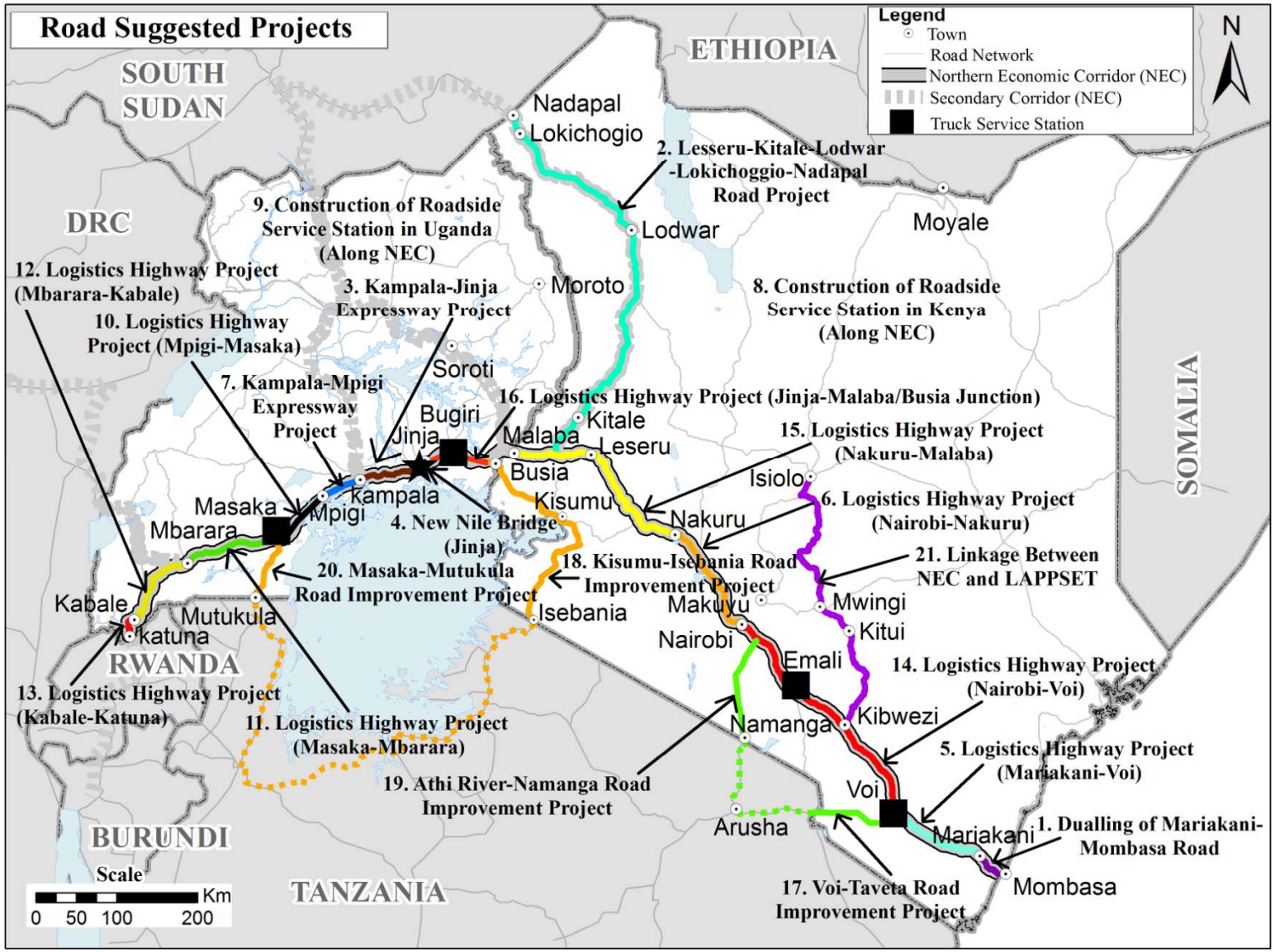
1. Road

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Dualling of Mariakani-Mombasa Road(*1)	Road	Mombasa-Mariakani	Ministry of Transport and Infrastructure / KeNHA	Widening from 2 lanes to 4 lanes of existing Mombasa Road between Mombasa and Mariakani. LOT1: Mombasa-KWA Jomvu section(approx.15km) LOT2: KWA Jomvu-Mariakani section(approx.20km)	LOT1: The tenders have been issued. LOT2: The procurement of Consultancy services for Design review and Supervision services is under preparation.	Government	Short Term	LOT1: US$. 104 Million (AfDB) LOT2: US$. 120 Million (KfW/EIB/AITF)
2	Lesseru-Kitale-Lodwar-Lokichoggio-Nadapal road project(*2)	Road	Lesseru-Kitale-Lodwar-Lokichoggio-Nadapal(Kenya)	Ministry of Transport and Infrastructure / KeNHA	Road Infrastructure Upgrading in Kenya (601 km)	Feasibility Studies were completed.	Government	Short/Medium Term	US$ 1.07 billion
3	Kampala-Jinja Expressway Project(*3)	Road	Kampala-Jinja	Ministry of Works and Transport / UNRA	The 77km Expressway section will comprise of 4+4 lanes for the first 3km, 3+3 lanes for the next 14km and 2+2 lanes for the last 57km.	Planning	PPP	Medium Term	US$. 800 Million
4	New Nile Bridge(Funded by GOU and the Japanese Government)(*4)	Road	Jinja	Ministry of Works and Transport / UNRA	New Jinja bridge will carry a four-lane dual highway with pedestrian sidewalks. (L=525 metres)	Under Construction. 10% of works completed. The works include construction of a 6km access road	Government	Short Term	US$. 125 Million(Japan & GoU)
5	Logistics Highway Project (Mariakani-Voi, L=121km)	Road	Mariakani-Voi	Ministry of Transport and Infrastructure / KeNHA	Widening from 2 lanes to 4 lanes of existing Mombasa Road between Mariakani and Voi.(approx. 121km)	Planning	Government	Mediun/Long Term	US$. 277 Million
6	Logistics Highway Project (Nairobi-Nakuru, L=136km)	PPP	PPP	PPP	Widening from 2 lanes to 6 lanes of existing Mombasa Road between Nairobii and Nakuru. (approx. 136km)	Planning	Government	Mediun/Long Term	US$. 415 Million
7	Kampala-Mpigi Expressway Project	Road	Kampala-Mpigi	Ministry of Works and Transport / UNRA	Widening of the current two-lane road to a four-lane highway(approx.30km)	Planning	PPP	Medium/Long Term	US$. 100 Million(AfDB)
8	Construction of Roadside Servise Station in Kenya	Road	Voi, Emali (Kenya)	Ministry of Transport and Infrastructure / KeNHA	Installation of 2 roadside service station in Kenya	Planning	PPP	Medium Tem	US$. 9.8 Million
9	Construction of Roadside Servise Station in Uganda	Road	Bugiri, Masaka (Uganda)	Ministry of Works and Transport / UNRA	Installation of 2 roadside service station in Uganda	Planning	Government	Medium Tem	US$. 9.8 Million

1. Road

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
11	Logistics Highway Project (Masaka-Mbarara, L=136km)	Road	Masaka-Mbarara(Uganda)	Ministry of Works and Transport / UNRA	Widening from 2lane s to 4lanes of existing Northern Corridor in Uganda	Planning	Government	after year 2030	US$. 311.6 Million(AfDB)
12	Logistics Highway Project (Mbarara-Kabale, L=141km)	Road	Mbarara-Kabale(Uganda)	Ministry of Works and Transport / UNRA	Widening from 2lane s to 4lanes of existing Northern Corridor in Uganda	Planning	Government	after year 2030	US$. 323.0 Million(AfDB)
13	Logistics Highway Project (Kabale-Katuna, L=25km)	Road	Kabale-Katuna(Uganda)	Ministry of Works and Transport / UNRA	Widening from 2lane s to 4lanes of existing Northern Corridor in Uganda	Planning	Government	after year 2030	US$. 57.3 Million(AfDB)
14	Logistics Highway Project (Nairobi-Voi, L=300km)	Road	Athi River-Voi(Kenya)	Ministry of Transport and Infrastructure / KeNHA	Widening from 2lane s to 4lanes of existing Northern Corridor in Kenya	Planning	Government	after year 2030	US$. 687.3 Million
15	Logistics Highway Project (Nakuru-Malaba, L=280km)	Road	Nakuru-Malaba(Kenya)	Ministry of Transport and Infrastructure / KeNHA	Widening from 2lane s to 4lanes of existing Northern Corridor in Kenya	Planning	Government	after year 2030	US$. 641.5 Million
16	Logistics Highway Project (Jinja-Malaba, L=130km)	Road	Jinja-Malaba(Uganda)	Ministry of Works and Transport / UNRA	Widening from 2lane s to 4lanes of existing Northern Corridor in Uganda	Planning	Government	after year 2030	US$. 229.1 Million
17	Voi-Taveta(L=90km)	Road	Voi-Taveta	Ministry of Transport and Infrastructure / KeNHA	Road Improvement of existing road	Construction On-going	Government	Short term	US$. 97Million(AfDB)
18	Kisumu-Iebania(L=200km)	Road	Kisumu-Voi	Ministry of Transport and Infrastructure / KeNHA	Road Improvement of existing road	Planning	Government	after year 2030	US$. 230 Million
19	Athi river-Namanga(L=135km)	Road	Athi river-Naman	Ministry of Transport and Infrastructure / KeNHA	Road Improvement of existing road	Construction On-going	Government	Short term	US$. 93.1 Million(AfDB)
20	Masaka-Mutukula(L=90km)	Road	Masaka-Mutukul	Ministry of Transport and Infrastructure / KeNHA	Road Improvement of existing road	Planning	Government	Medium/Long Term	US$.100 Million
20	Masaka-Mutukula(L=90km)	Road	Masaka-Mutukul	Ministry of Transport and Infrastructure / KeNHA	Road Improvement of existing road	Planning	Government	Medium/Long Term	US$.100 Million

1. Road


Road Suggested Projects
Legend
Town
Road Network
Northern Economic Corridor (NEC)
Secondary Corridor (NEC)
Truck Service Station
N
SOUTH SUDAN
ETHIOPIA
DRC
RWANDA
BURUNDI
TANZANIA
SOMALIA
Nadapal
Lokichogio
2. Lesseru-Kitale-Lodwar -Lokichoggio-Nadapal Road Project
Lodwar
Moyale
9. Construction of Roadside Service Station in Uganda (Along NEC)
12. Logistics Highway Project (Mbarara-Kabale)
3. Kampala-Jinja Expressway Project
Moroto
8. Construction of Roadside Service Station in Kenya (Along NEC)
10. Logistics Highway Project (Mpigi-Masaka)
Soroti
7. Kampala-Mpigi Expressway Project
16. Logistics Highway Project (Jinja-Malaba/Busia Junction)
Bugiri
Jinja
Kitale
Malaba
Leseru
15. Logistics Highway Project (Nakuru-Malaba)
Busia
Isiolo
kampala
Masaka
Mpigi
Kisumu
6. Logistics Highway Project (Nairobi-Nakuru)
Mbarara
4. New Nile Bridge (Jinja)
Nakuru
18. Kisumu-Isebania Road Improvement Project
21. Linkage Between NEC and LAPPSET
20. Masaka-Mutukula Road Improvement Project
Kabale
Mutukula
Isebania
Makuyu
Mwingi
Kitui
katuna
Nairobi
Emali
14. Logistics Highway Project (Nairobi-Voi)
13. Logistics Highway Project (Kabale-Katuna)
11. Logistics Highway Project (Masaka-Mbarara)
Namanga
Kibwezi
5. Logistics Highway Project (Mariakani-Voi)
19. Athi River-Namanga Road Improvement Project
Voi
Arusha
Mariakani
1. Dualling of Mariakani-Mombasa Road
Mombasa
17. Voi-Taveta Road Improvement Project
Scale
Km
0 50 100 200

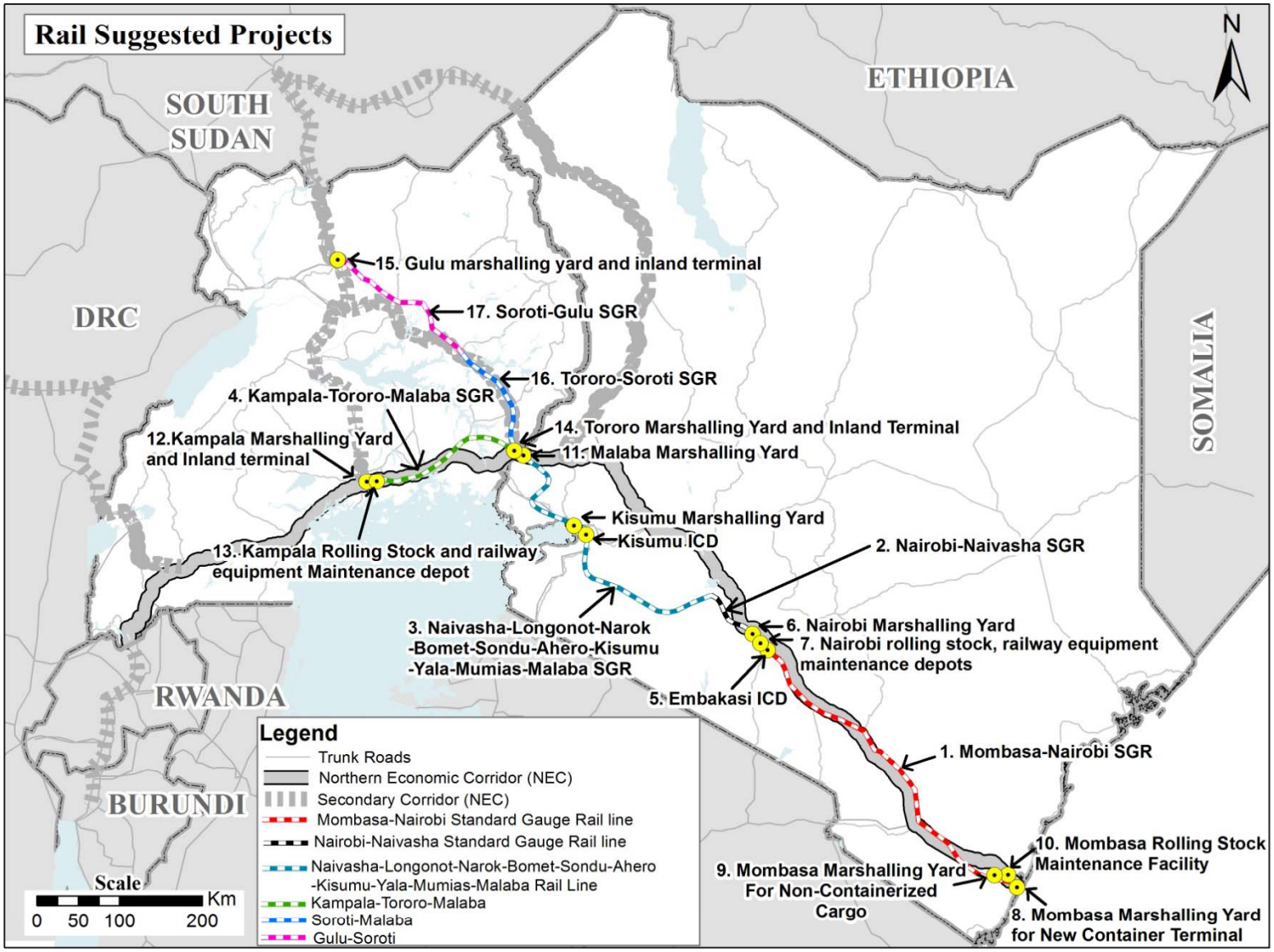
2. Railway

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Mombasa-Nairobi standard gauge rail line (472kms)	Transport	Mombasa/ Nairobi, Kenya	Kenya Government (MOT)	New standard gauge rail line and procure approximately 80 locomotives, 1,000 freight wagons of various types, depot repair equipment and railway trucks and vehicles for operation and maintenance of the rail line	Construction underway; approximately 50% complete; June 2017 targeted completion	EPC awarded to China Road & Bridge Company	Short Term	$3,600
2	Nairobi-Naivasha standard gauge rail line (120kms)	Transport	Nairobi/ Naivasha, Kenya	Kenya Government (MOT)	New standard gauge rail line; not known if procurement of locomotives, freight wagons, and other railway equipment is expected to be part of the project	FS completed, EPC awarded; December 2017 targeted completion	EPC awarded to China Road & Bridge Company	Short Term	$900
3	Naivasha-Longonot-Narok-Bomet-Sondu-Ahero-Kisumu-Yala-Mumias-Malaba	Transport	Naivasha-Malaba, Kenya	Kenya Government (KRC)	New standard gauge rail line; not known if procurement of locomotives, freight wagons, and other railway equipment is expected to be part of the project	FS completed, EPC and financing in progress; December 2021 targeted completion	EPC	Short Term	$5,000
4	Kampala-Tororo-Malaba	Transport	Kampala/Tororo, Uganda	Uganda Government (URC)	New standard gauge rail line; not known if procurement of locomotives, freight wagons, and other railway equipment is expected to be part of the project	FS completed, EPC awarded; December 2019 targeted completion	EPC awarded to China Harbour Engineering Company	Short Term	$2,200
5	Embakasi ICD (Nairobi)	Transport	Embakasi (Nairobi), Kenya	Kenya Government (KPA)	New ICD to serve container imports terminating in Nairobi and container exports going on rail in Nairobi	Design complete; EPC award in progress; will be an extension of existing MGR ICD	Design/Build or EPC	Short Term	$300
6	Nairobi marshalling yard	Transport	Nairobi, Kenya	Kenya Government (KRC)	New standard gauge marshalling yard for imported non-container cargo terminating at Nairobi; non-container exports originating in Nairobi; container and non-container import and export cargo terminating or originating west of Nairobi	Part of Mombasa-Nairobi project		Short Term	$300
7	Nairobi rolling stock and railway equipment maintenance depots	Transport	Nairobi, Kenya	Kenya Government (KRC)	Primary maintenance facility for SGR rolling stock and railway equipment; locomotive fueling	Part of Mombasa-Nairobi project		Short Term	$100
8	Mombasa marshalling yard for new container terminal	Transport	Mombasa, Kenya	Kenya Government (KPA)	Service for inbound and outbound container traffic at new terminal and existing berths 16-19	FS complete	EPC	Short Term	$1,000
9	Mombasa marshalling yard for non-containerized cargo	Transport	Mombasa, Kenya	Kenya Government (KRC)	Service for Mombasa Port other than container berths	Part of Mombasa-Nairobi project		Short Term	$300
10	Mombasa rolling stock maintenance facility	Transport	Mombasa, Kenya	Kenya Government (KRC)	Minor maintenance, possibly locomotive fueling	Part of Mombasa-Nairobi project		Short Term	$100

2. Railway

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
11	Malaba marshalling yard	Transport	Malaba, Kenya	Kenya Government (KRC)	Service for Mombasa Port other than container berths	Part of Mombasa-Nairobi project		Short Term	$25
12	Kampala marshalling yard and inland terminal	Transport	Kampala, Uganda	Uganda Government (URC)	Service for Kampala area cargo; currently planned to be located in the area of Kampala Industrial Park (Namanve); interim distribution point for Tororo, Jinja, Gulu, Pakwach, Juba, Kigali and DRC	FS complete	Design/Build or EPC	Short Term	$300
13	Kampala rolling stock and railway equipment maintenance depot	Transport	Kampala, Uganda	Uganda Government (URC)	Primary maintenance facility for SGR rolling stock and railway equipment; locomotive fueling	FS in progress	Design/Build or EPC	Short Term	$300
14	Tororo marshalling yard and inland terminal	Transport	Tororo, Uganda	Uganda Government (URC)	Service for Malaba area cargo; loading and unloading point for container cargo; customs clearance for bonded cargo	FS in progress	Design/Build or EPC	Short Term	$25
15	Gulu marshalling yard and inland terminal	Transport	Gulu, Uganda	Uganda Government (URC)	Service for Gulu area cargo; loading and unloading point for container cargo; customs clearance for bonded cargo; interim transload site for Pakwach and Nimule	FS in progress	Design/Build or EPC	Short Term	$25
16	Tororo-Soroti	Transport	Tororo/Soroti, Uganda	Uganda Government (URC)	New standard gauge rail line; not known if procurement of locomotives, freight wagons, and other railway equipment is expected to be part of the project	FS complete	Design/Build or EPC	Short Term	$690
17	Soroti-Gulu	Transport	Soroti/Gulu, Uganda	Uganda Government (URC)	New standard gauge rail line; not known if procurement of locomotives, freight wagons, and other railway equipment is expected to be part of the project	FS complete	Design/Build or EPC	Short Term	$1,610

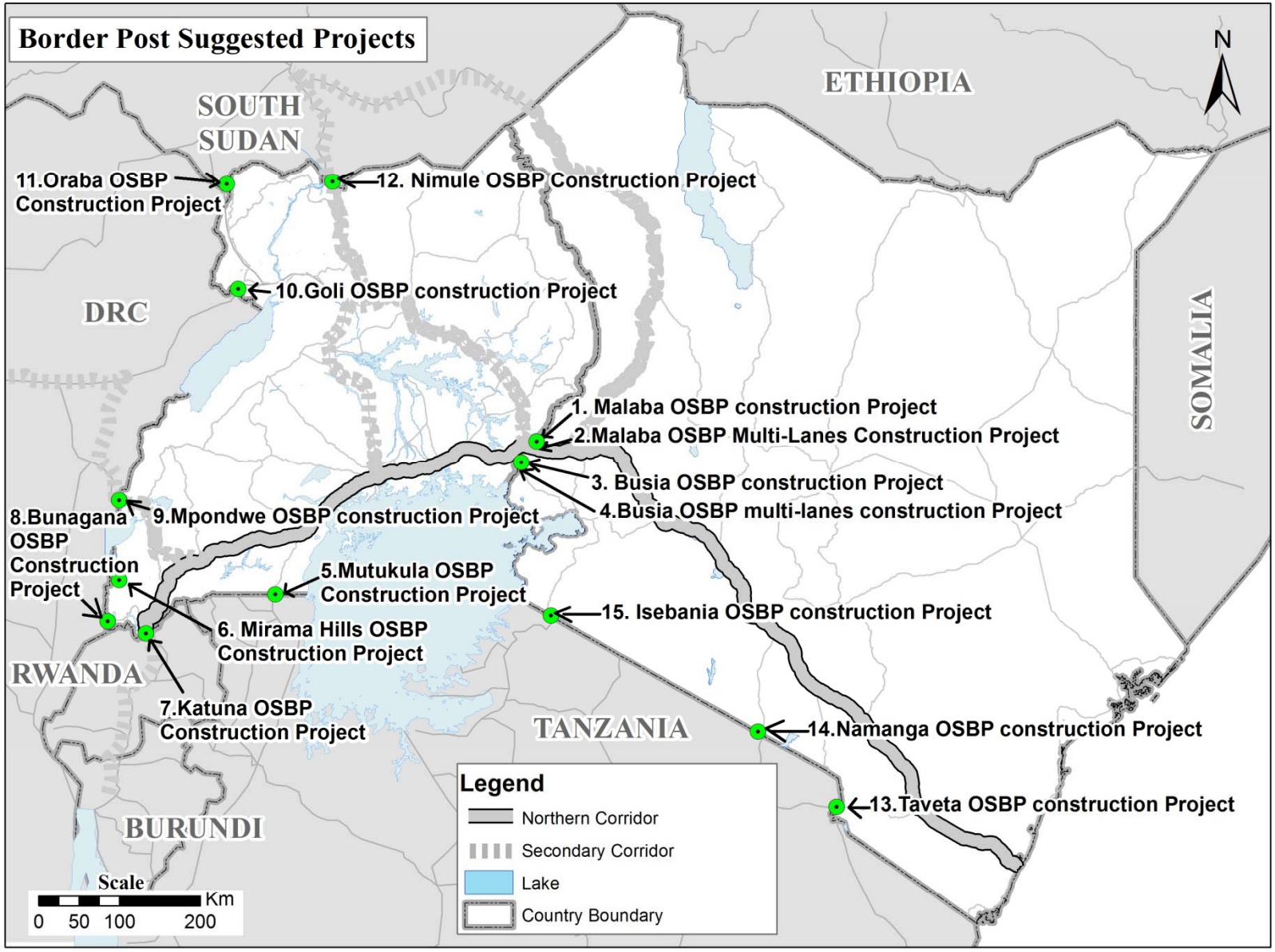
2. Railway


Rail Suggested Projects
SOUTH SUDAN
ETHIOPIA
DRC
SOMALIA
RWANDA
BURUNDI
N
15. Gulu marshalling yard and inland terminal
17. Soroti-Gulu SGR
16. Tororo-Soroti SGR
4. Kampala-Tororo-Malaba SGR
14. Tororo Marshalling Yard and Inland Terminal
12.Kampala Marshalling Yard and Inland terminal
11. Malaba Marshalling Yard
Kisumu Marshalling Yard
Kisumu ICD
2. Nairobi-Naivasha SGR
13. Kampala Rolling Stock and railway equipment Maintenance depot
3. Naivasha-Longonot-Narok -Bomet-Sondu-Ahero-Kisumu -Yala-Mumias-Malaba SGR
6. Nairobi Marshalling Yard
7. Nairobi rolling stock, railway equipment maintenance depots
5. Embakasi ICD
1. Mombasa-Nairobi SGR
10. Mombasa Rolling Stock Maintenance Facility
9. Mombasa Marshalling Yard For Non-Containerized Cargo
8. Mombasa Marshalling Yard for New Container Terminal
Legend
Trunk Roads
Northern Economic Corridor (NEC)
Secondary Corridor (NEC)
Mombasa-Nairobi Standard Gauge Rail line
Nairobi-Naivasha Standard Gauge Rail line
Naivasha-Longonot-Narok-Bomet-Sondu-Ahero -Kisumu-Yala-Mumias-Malaba Rail Line
Kampala-Tororo-Malaba
Soroti-Malaba
Gulu-Soroti
Scale
Km
0 50 100 200

3. Border Posts

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Malaba OSBP construction Project	Border Post	Malaba (KE/UG border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works &	Construct OSBP Malaba	Construction On-going	Government	Short Term	US$. 4.6 Million
2	Malaba OSBP multi-lanes construction Project	Border Post	Malaba (KE/UG border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works &	Construction of Multi-lanes access to Malaba OSBP	Planning	Government	Long Term	US$. 2 Million
3	Busia OSBP construction Project	Border Post	Busia (KE/UG border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works &	Construct OSBP Busia	Construction On-going	Government	Short Term	US$. 5.5 Million
4	Busia OSBP multi-lanes construction Project	Border Post	Busia (KE/UG border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works &	Construction of Multi-lanes access to Busia OSBP	Planning	Government	Long Term	US$. 2 Million
5	Mutukula OSBP construction Project	Border Post	Mutukula (UG/TZ border)	Ministry of Works & Transport, UNRA (UG), Ministry of Works, Tanroads (TZ)	Construct OSBP Mutukula	OSBP(UG)-Ongoing, OSBP (TZ) - Completed	Government	Short Term	US$. 6.4 Million(Uganda), US$. 4.3Million(Tanzania)
6	Mirama Hills OSBP construction Project	Border Post	Mirama Hills(UG/RW border)	Ministry of Works & Transport, UNRA (UG), Ministry of Infrastructe, RDA	Construct OSBP Mirama Hills/ Kagitumba Upgrade Mirama Hills Road	OSBP ongoing Road construction (Mirama hills-Ntungamo) started in September 2014 and is 12% completed	Government	Short Term	US$. 22 Million(Mirama Hills OSBP & access road)
7	Katuna OSBP construction Project	Border Post	Mirama Hills(UG/RW border)	Ministry of Works & Transport, UNRA (UG), Ministry of Infrastructe, RDA	Construct OSBP Katuna	Construction Ongoing	Government	Short Term	US$. 6.7 Million(estimated)
8	Bunagana OSBP construction Project	Border Post	Mirama Hills(UG/DRC[border)	Ministry of Works & Transport, UNRA (UG), Minister of Territory	Construct OSBP Bunagana	Not yet requested	Government	Medium Term	US$. 6.7 Million(estimated)
9	Mpondwe OSBP construction Project	Border Post	Mirama Hills(UG/DRC border)	Ministry of Works & Transport, UNRA (UG), Minister of Territory	Construct OSBP Katuna	Requested	Government	Medium Term	US$. 6.7 Million(estimated)
10	Goli OSBP construction Project	Border Post	Goli(UG/DRC border)	Ministry of Works & Transport, UNRA (UG), Minister of Territory	Construct OSBP Goli	Requested	Government	Medium Term	US$. 6.7 Million(estimated)
11	Oraba OSBP construction Project	Border Post	Oraba(UG/SS border)	Ministry of Works & Transport, UNRA (UG), Ministry of Transport, Road	Construct OSBP Oraba	Requested	Government	Medium Term	US$. 6.7 Million(estimated)
12	Nimule OSBP construction Project	Border Post	Nimule(UG/SS border)	Ministry of Works & Transport, UNRA (UG), Ministry of Transport, Road	Construct OSBP Nimule	On-going	Government	Medium Term	US$. 6.7 Million(estimated)
13	Taveta OSBP construction Project	Border Post	Taveta(KE/TZ border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works ,	Construct OSBP Taveta/Holili	On-going	Government	Short Term	US$. 4.9 Million
14	Namanga OSBP construction Project	Border Post	Namanga(KE/TZ border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works ,	Construct OSBP Namange	On-going	Government	Short Term	US$. 6.7 Million(estimated)
15	Isebania OSBP construction Project	Border Post	Isebania(KE/TZ border)	Ministry of Transport & Infrastructure/KeNHA (KE), Ministry of Works ,	Construct OSBP Isebania	On-going	Government	Short Term	US$. 6.7 Million(estimated)

3. Border Posts



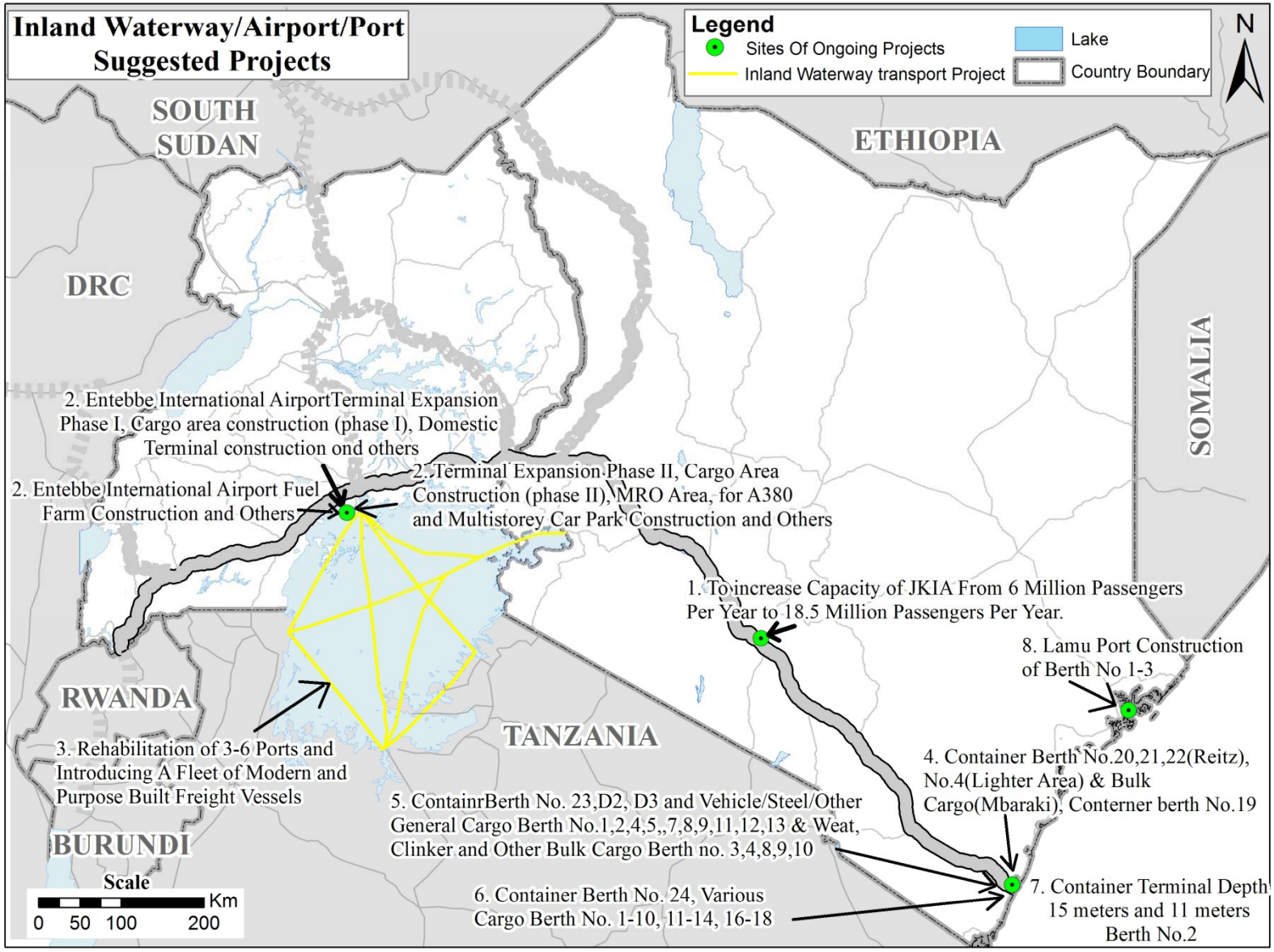
4. Port, Airport, and Inland Way

No.	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Port	Mombasa, Kenya	KPA	Container berth No.20,21,22(Reitz), No.4(Lighter Area) & Bulk Cargo(Mbaraki), Conterner berth No.19	Master Plan	PPP / EPC	Short Term	US$. 407.5 Million
2	Port	Mombasa, Kenya	KPA	ContainrBerth No. 23,D2, D3 and Vehicle/steel/other general cargo berth No.1,2,4,5,,7,8,9,11,12,13 & Weat, Clinker and other bulk cargo berth no. 3,4,8,9,10	Master Plan	PPP / EPC	Medium Term	US$. 728.1 Million
3	Port	Mombasa, Kenya	KPA	Container berth No. 24, Various cargo Berth No. 1to 10, 11 to 14, 16-18	Master Plan	PPP / EPC	Long Term	US$. 519.1 Million
4	Port	Mombasa, Kenya	KPA	Container Terminal depth 15 meters and 11 meters Berth No.2	Ongoing; 1st phase March 2016; 2nd Phase 2017 and 3rd phase 2020	PPP / EPC	Short Term	US$. 366 Million
5	Port	Lamu, Kenya	KPA	Container Berth; construction of Berth No.1-3	Ongoing; Berth No. 1-3 to be completed in 2019	PPP	Short Term	US$ 664 Million

No.	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Airport	Jomo Kenyatta International Airport	KAA	To increase capacity of JKIA fro 6 million passengers per year to 18.5 million paassengers per year. Phase one on the GFT will handle 12.7 million passenger capacity per annum	On going	PPP	Short Term	US$ 55.6 Million
2	Airport	Entebbe International Airport		Terminal Expansion Phase I, Cargo area construction (phase I), Domestic Terminal construction ond others	On going	PPP	Short term	US$. 201.6 Million
		Entebbe International Airport		Fuel Farm Construction and others	Planning	PPP	Medium Term	US$. 67.5 Million
		Entebbe International Airport		Terminal Expansion Phase II, Cargo area construction (phase II), MRO area, for A380 and Multistorey car park construction ond others	Planning	PPP	Long Term	US$. 160.6 Million

No.	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Inland Water Transport	Lake Victoria	Lake Victoria Basin Commission (LVBC)	Rehabilitation of 3-6 ports and introducing a fleet of modern and purpose built freight vessels	Planning	PPP	Short Term	US$ 133.6 Million

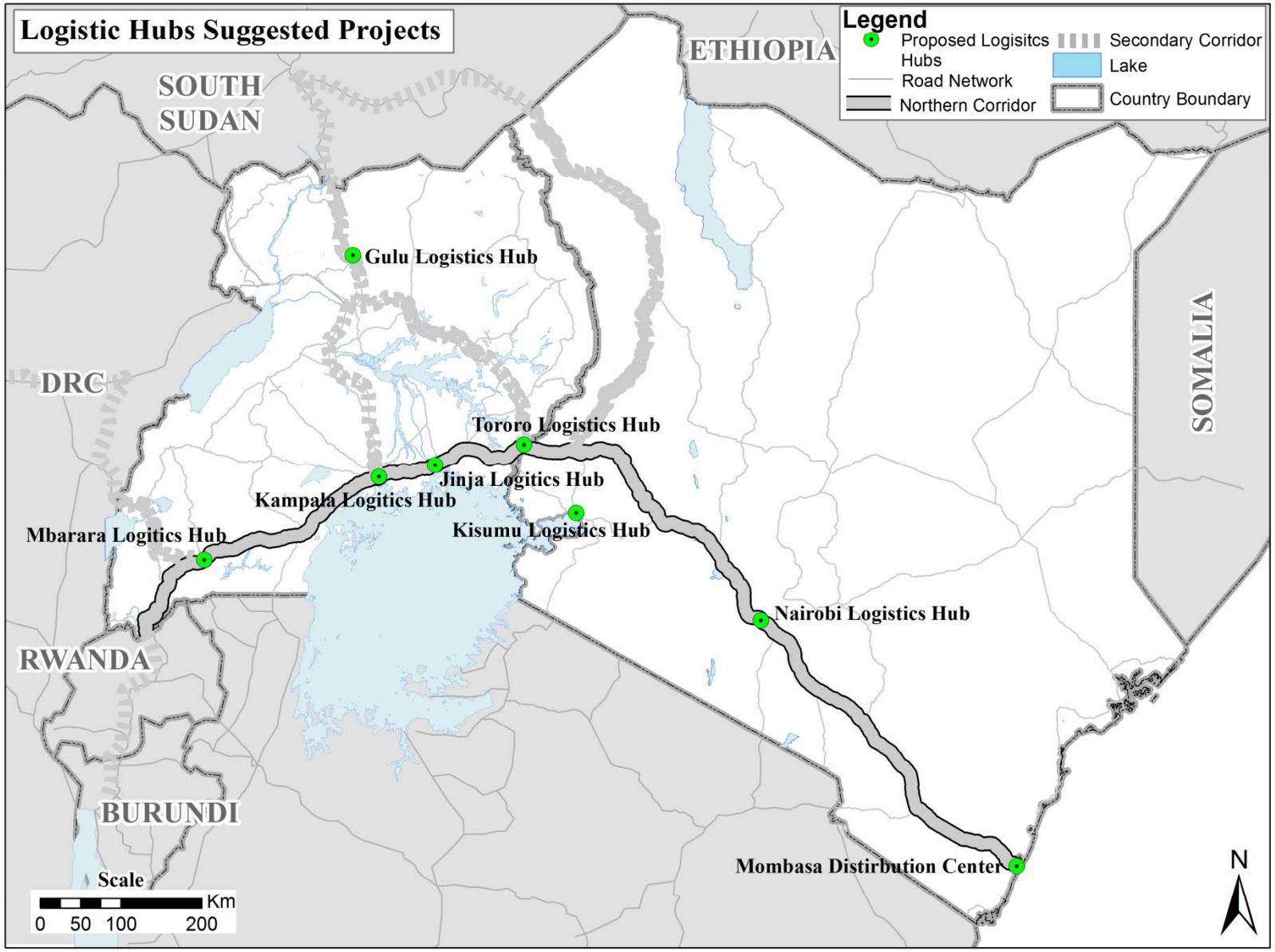
4. Port, Airport, and Inland Way



5. Logistic Hub

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Mombasa Distribution center	Logistics	Mombasa, Kenya	KPA	27,000M2 distribution center	Not planned	PPP	Short/medium	2.5
2	Nairobi logistics hub	Logistics	Nairobi, Kenya	KPA	340,000 M2 logistics hub	Distribution enter is not developed	PPP	Short/medium	118.1
3	Kisumu logistics hub	Logistics	Kisumu, Kenya	KPA	175,000 M2 logistics hub	Not developed	PPP	Medium	55.3
4	Tororo logistics hub	Logistics	Tororo, Uganda,	MOWT	56,000 M2 logistics hub	Under consideration	PPP	Long Term	18.9
5	Kampala/Jinja logitistics hub	Logistics	Kampara/Jinja, Uganda	MOWT	163,000M2 logitics hub	Railway terminal for MGR is competed	PPP	Short/Medium	46.7
6	Mbarara logistics hub	Logistics	Mbarara, Uganda	MOWT	340,000 M7 logistics hub	Not planned	PPP	Long Term	4.0
7	Gulu logistic hub	Logistics	Gulu, Uganda	MOWT	95,000 M2 logistics hub	Trade hub concept is proposed by Trade Mark	PPP	Long Term	26.4

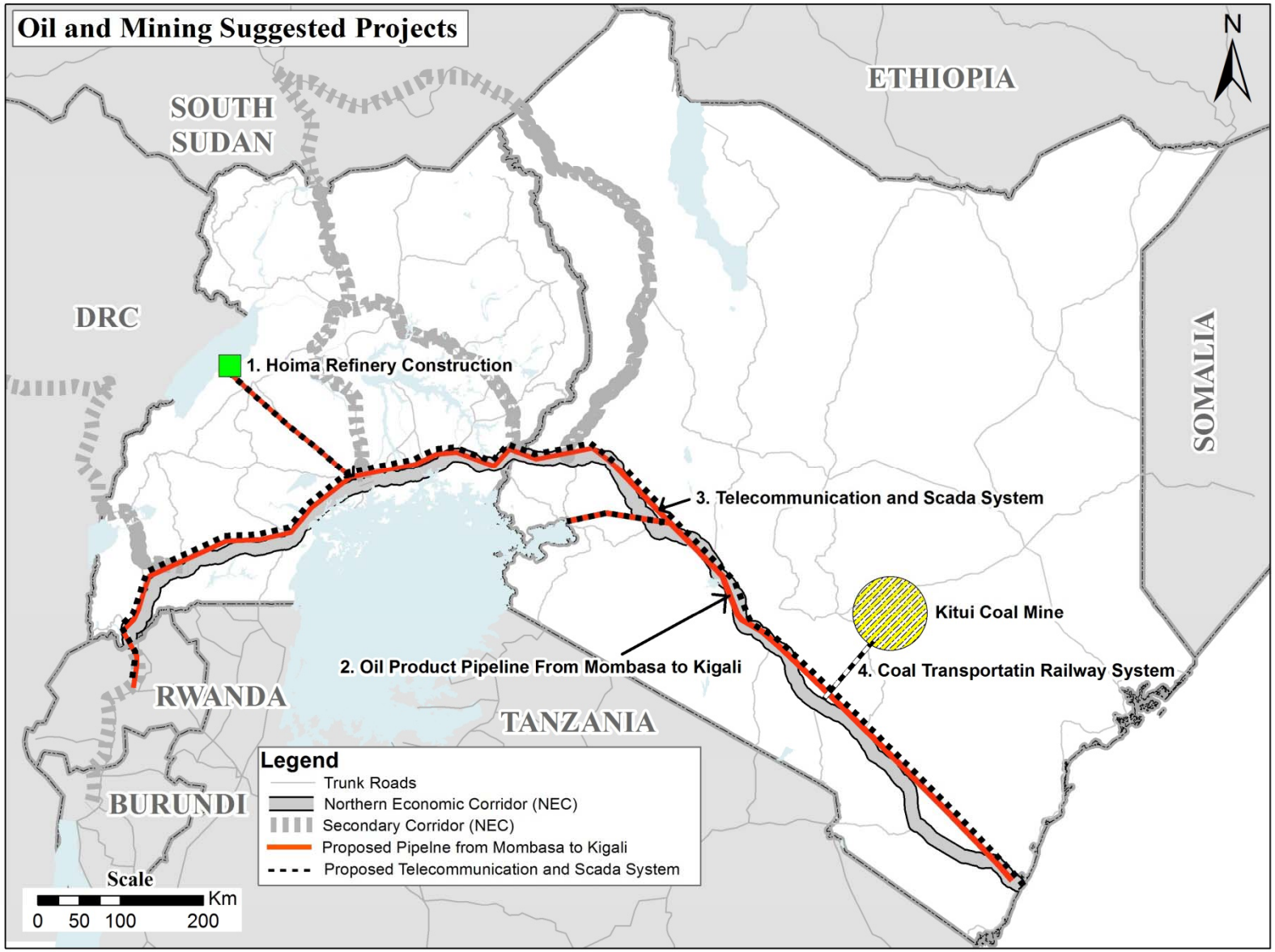
5. Logistic Hub



6. Oil and Mining

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Refinery in Uganda	Oil and Gas	Uganda	Uganda	The Project is to construct refinery in Hoima, Uganda. Refinery configuration and capacity need to be firmed up taking market oil product price into consideration. Net back crude oil price and formula to be calculated for economically sustainable oil product production from the refinery.	FS	PPP	Short Term	Construction cost of the refinery depends on the configuration and throughput capacity. General idea fot the nature of Ugandan crude oil will be USD 1500-2000 million for 60,000BPSD Refinery
2	Oil Product Pipeline from Mombasa to Kigali	Oil and Gas	Kenya, Uganda, Rwanda	Government of Kenya, Uganda and Rwanda	The Project is to review existing oil terminal in Mombasa Port and existing pipleline system by KPC, and review current feasibility sutudies on refinery and tailing product pipeline to Kampala carried out by the government of Uganda, and all the facilities are required to be optimized in the FS. The product pipeline is also extended to Kigali Rwanda where NEC and Central Economic Corridor meets.	FS	PPP	Short Term, and MddleTerm for Mombasa Oil Terminal Relocation if economicaly justified	Mombasa Oil Terminal Relocation if economicaly justifyed, Eldoret - Kampala 325 Km, USD 230 million, Kampala-Kigali 450 Km, USD 350 million
3	Telecommunication and SCADA System	ICT	Kenya, Uganda, Rwanda	Government of Kenya, Uganda and Rwanda	Large capacity communication system from Mombasa to Kigali, along side of oil product pipeline. Cross border information such includes custom clearance data at each border to be transmitted to/from Mombasa Port.	FS	PPP	Short Term	Minor investment if constructed together with pipeline
4	Coal Transportatin Railway System	Coal		Kenya	Branchline from Kitui Coal Mine to the main railline to be constructed. Consider use of existing railway system for bulk material (coal) transportation.	FS	PPP	Short Middle Term	To be estimated
5	Mining Master Plan	Mining	Uganda	Uganda	The objective of the Mining Master Plan is to maximize the value of mineral resources in the country and also to achieve sustainable mining development. Reinstatement plan and a mechanism to prevent illegal mining are also included in the plan.	MP	Grant	Short Term	5 million US$

6. Oil and Mining



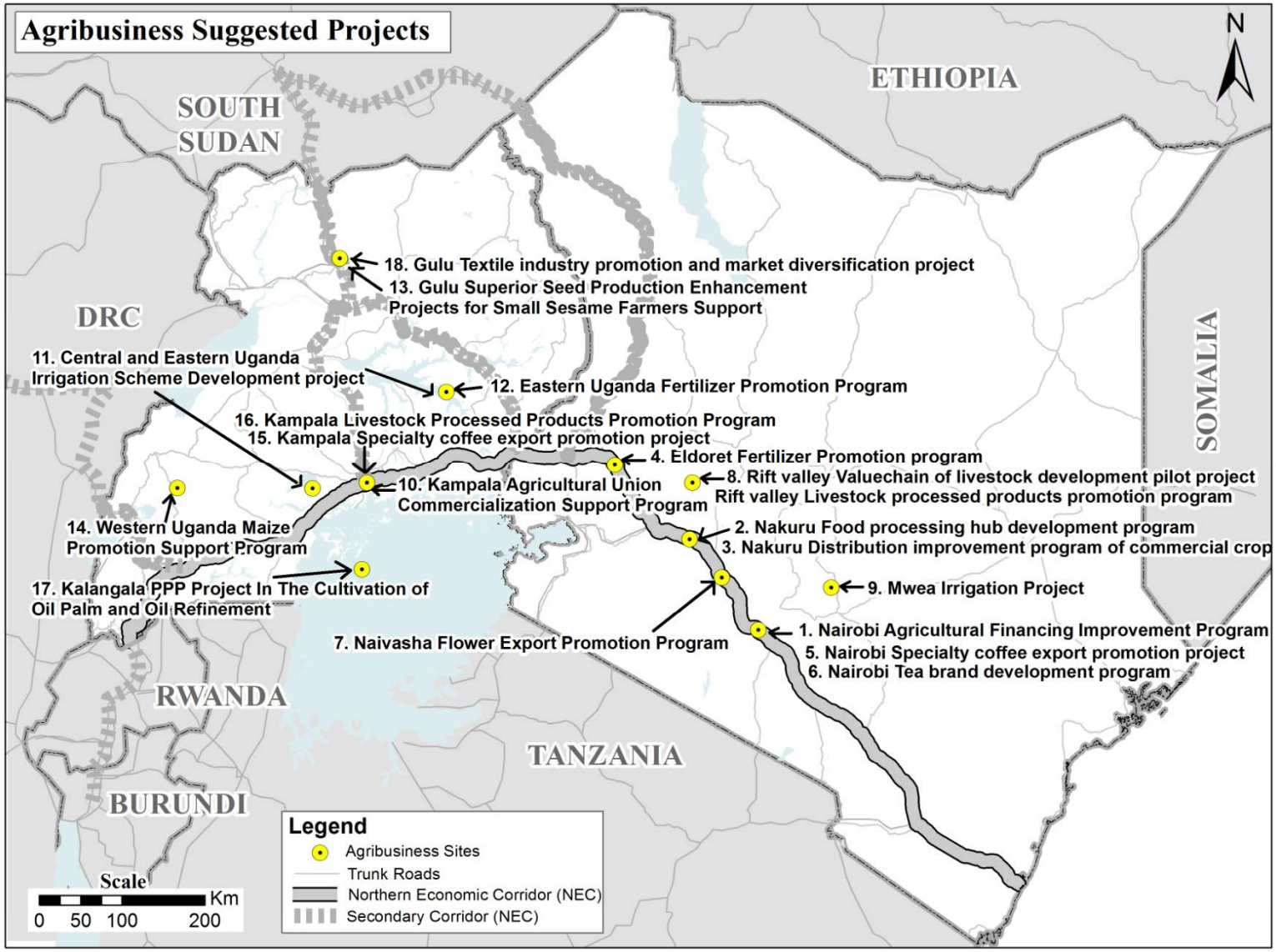
7. Agriculture and Fishery

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Agricultural financing improvement program	Agriculture	Nairobi, Kenya	Ministry of Agriculture, Ministry of Finance	The project comprises i) creating financial service for improving agricultural productivity in micro businesses, ii) financial services for medium term loans for the agricultural sector, development of small and medium enterprises and cooperatives.	1	TA (Yen Loan)	Short / Medium / Long Term	17.4
2	Food processing hub development program	Agriculture	Nakuru, Nairobi, Kenya	The Ministry of Industry, Investment and Trade	The project comprises i) to build Processing facilitie, ii) developing basec infrastructure and iii) to build non-core infrastructure, ie administrative buildings, training center , trade and display center, worker's hostel, reserce and development center and marketing support system etc.	1	DBB/PPP	Short / Medium Term	17.4
3	Distribution improvement program of commercial crop	Agriculture	Nakuru, Kenya	AFFA, Ministry of Transport and Infrastructure	The project comprises i) distribution facility improvement, ii) distribution sysytem improvement, iii) strengthening capacity of operation of cooperative and middiam and small enterprises.	1	TA	Short / Medium Term	7.0
4	Fertilizer Promotion program	Agriculture	Eldred, Kenya	Ministry of Agriculture	The project comprises i) to create a soil diagnostic kit for field trials, ii) to implement the baseline survey of the target area, iii) for proper fertilizer usage, to implement the workshop of dissemination responsible for extention workers, iv) to implement the farmers for training on proper fertilizer usage, v)monitoring and evaluation of the farmers who received the training and vi) to implement field training as field day.	1	TA	Short / Medium Term	6.1
5	Specialty coffee export promotion project	Agriculture	Nairobi, Kenya	AFFA	The project comprises, i) Formulation of specialty coffee branding strategy and making action plan, ii) implementation of training about getting certification and cupping etc. in Japan and Kenya, iii) implementation of promotional activities by the local media, etc iv) Implementation of trial promotions and visit of exhibition in each country.	1	TA	Short / Medium Term	5.2
6	Tea brand development program of Tea	Agriculture	Nairobi, Kenya	AFFA	The project comprises, i) Formulation of tea brand strategy, ii)Making action plan and support of various guidelines Manual, iii) implementation of promotional activities by the local media, etc iv) Implementation of trial promotions and visit of exhibition in each country.	1	TA	Short / Medium Term	5.2
7	Flower export promotion program	Agriculture	Naivasha, Kenya	AFFA	The project comprises i) implementation of training about getting certification for export for Japan, ii) implementation of promotional activities by the media, etc iii) Implementation of trial promotions and visit of exhibition in each country.	1	TA	Short / Medium Term	5.2
8	Valuechain of livestock development pilot project	Agriculture	Rift valley area, Kenya	AFFA	The project is conducting pilot project as following items i) improvement of productivety of meat, ii) increased production of fodder to feed, iii) to conduct technical transportation about breeding and building breeding center and iv) implementation of training about getting certification.	1	DBB/PPP	Short / Medium / Long Term	17.4
9	Muwea Irrigation project	Agriculture	Mwea Kirinyaga, Kenya	National Irrigation Board	The project comprises construction new irrigation system, rehabilitation of existing irrigation system and technical cooperation of agriculture. Irrigation area will be turned from 7,860ha to 16,920ha by this project.	4	DBB	Short / Medium Term	114.6

7. Agriculture and Fishery

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
10	Agricultural union commercialization support program	Agriculture	Kampala, Uganda	MAAIF	The project comprises i) to promote activation to join the small-scale farmers to cooperatives, ii) to provide training for agricultural cooperatives for strengthening organizations, iii) to develop business plan and action plan, and iv) to formulate agricultural cooperative cluster and v) to monitor and evaluate the implementation of the business plan and develop future plan.	1	TA	Short / Medium Term	17.4
11	Irrigation Scheme Development project in Central and Eastern Uganda	Agriculture	Central and Eastern Uganda	MWE, MAAIF	The project comprises construction new irrigation system, rehabilitation of existing irrigation system and technical cooperation of agriculture. Irrigation area will be turned from 5930 ha to 7890ha by this project.	2	DBB/TA	Short / Medium Term	76.8
12	Fertilizer Promotion program	Agriculture	Earstern Uganda	MAAIF	The project comprises i) to create a soil diagnostic kit for field trials, ii) to implement the baseline survey of the target area, iii) for proper fertilizer usage, to implement the workshop of dissemination responsible for extention workers, iv) to implement the farmers for training on proper fertilizer usage, v)monitoring and evaluation of the farmers who received the training and vi) to implement field training as field day.	1	TA	Short / Medium Term	6.1
13	Superior seed production enhancement projects for small sesame farmers support	Agriculture	Gulu, Uganda	MAAIF	The project comprises i) corporatization of farmers group, ii) disseminate quality seed, iii)modernization of agriculture, iv) improvement of distribution, v) improvement of financing facility and vi) promotion of branding rice.	1	TA	Short / Medium / Long Term	7.8
14	Meize promotion support program	Agriculture	Western Uganda	MAAIF	The project comprises i) corporatization of farmers group, ii) disseminate quality seed, iii)modernization of agriculture, iv) improvement of distribution and v) improvement of financing facility.	1	TA	Short / Medium Term	6.1
15	Specialty coffee export promotion project	Agriculture	Kampala, Uganda	MAAIF	The project comprises, i) Formulation of specialty coffee branding strategy and making action plan, ii) implementation of training about getting certification and cupping etc. in Japan and Uganda, iii) implementation of promotional activities by the local media, etc iv) Implementation of trial promotions and visit of exhibition in each country.	1	TA	Short / Medium Term	5.2
16	Livestock processed products promotion program	Agriculture	Kampala, Uganda	MAAIF	The project comprises i) survey of existing condition of livestock processing facility and hygiene control system and regulation, ii) technical cooperation of strengthening modernization of processed goods production method and iii) capacity development of hygiene management.	1	TA	Short / Medium / Long Term	7.8
17	Kalangala PPP project (in a broad sense of the PPP project, the cultivation of oil palm and oil refinement)	Agriculture	Kalangala, Uganda	MAAIF	The project comprises, i) to finance for smallholders, ii) implementation of training about palm cultivation, iii) to develop collecting system from farm gate to factory iv) to provide nursery plant and fertilizers and v) to purchase fresh fruit bunches.	1	DBB/PPP/TA	Short / Medium / Long Term	94.0
18	Textile industry promotion and market diversification project	Agriculture	Gulu, Uganda	MAAIF	The project comprises i) to build Processing facilitie, ii) developing basec infrastructure and iii) to build non-core infrastructure, ie administrative buildings, training center , trade and display center, worker's hostel, reserce and development center and marketing support system etc.	1	DBB/PPP/TA	Medium / Long Term	17.4

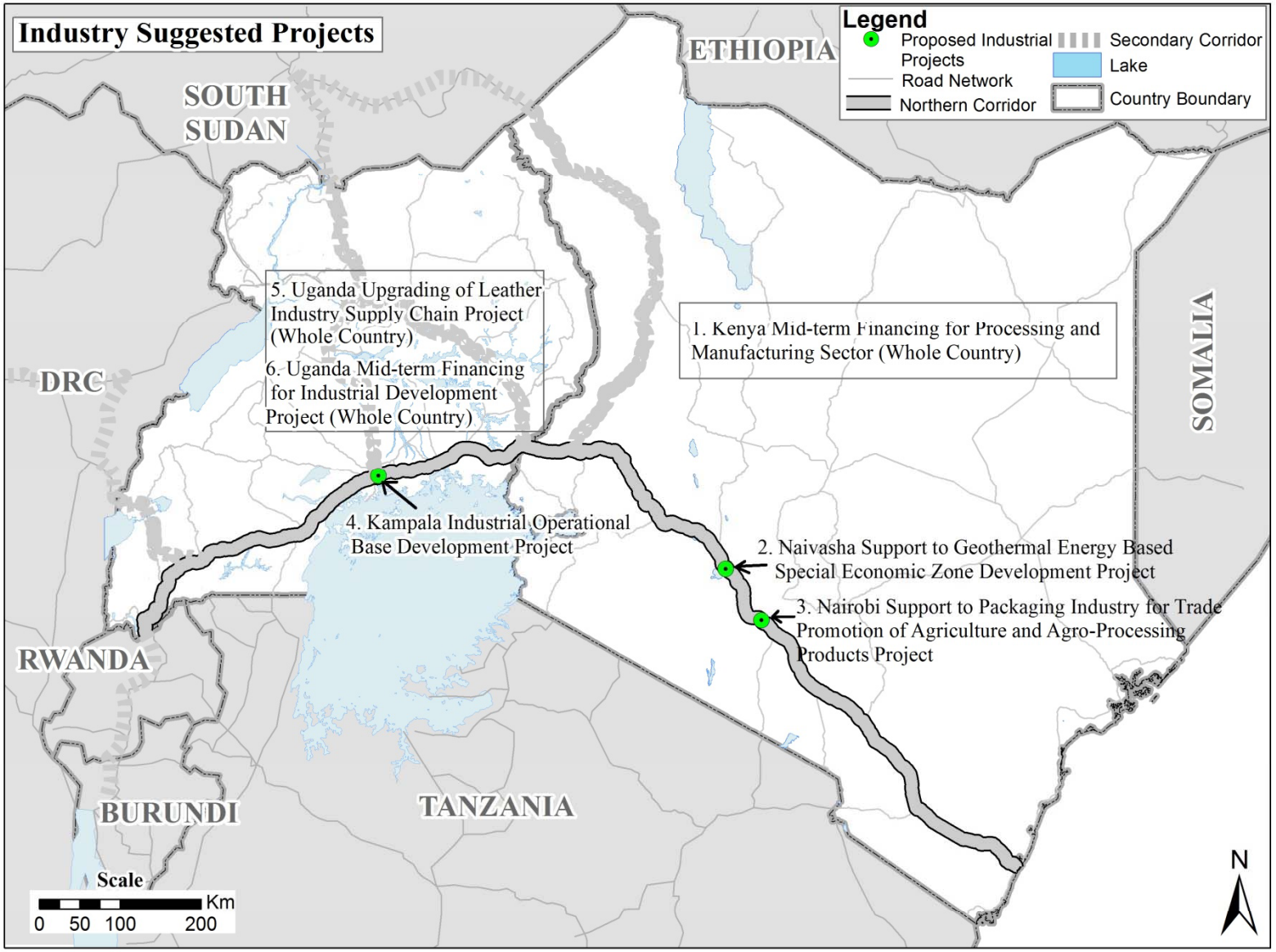
7. Agriculture and Fishery



8. Manufacture

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Mid-Term Financing for Processing and Manufacturing Sector	Manufacturing	Kenya	Treasury, Central Bank of Kenya	1) Development of financial products for manufacturing enterprises for their renewal of the facilities and equipent, 2) Development of the manual for loan appraisal and training for loan officers, 3) Provision of loan, 4) Capacity development for management of mid-term financing	1	ODA Loan	Short / Medium/Long Term	20.0
2	Support to Geothermal Energy Based Speicial Economic Zone Development Project	Manufacturing	Naivasha	KenGen, Ministry of Industry, Investment and Trade	1) Review of the master plan and the feasibility study of Naivasha SEZ, 2) Development of detailed technical specification for geothermal energy basd SEZ, 3) PPP project development, 4) Support to marketing, 5) Support to develop O&M structure	2	TA, PPP	Short / Medium Term	10.0
3	Supprot to Pakaging Industry for Trade Promotion ofAgriculture and Agro-processing Products Project	Manufacturing	Nairobi, Mombasa、Kenya	Ministry of Industry, Investment and Trade, AFFA	1) Review of distribution mechanism of agriculture and agro-processed goods and the situation of handling, 2) Development of the plan for improvement of packaging for mitigating problems for post-harvest loss, damages on the products, extending shelf life, etc, 3) Technical assistance for packaging industy's quality upgrading through advisory	1	TA	Short / Medium Term	3.0
4	Industrial Operationa Base Development Project	Manufacturing	Kampala, Jinja, and various areas in Uganda	UIA	1) Review of the current development of on- and off-site infrastructure of the industrial parks, 2) Support to building capacity of planning and marketing, 3) support to project appraisal, 4) support to O&M	2	TA	Short / Medium Term	15
5	Upgrading of Leather Industry Supply Chain Project	Manufacturing	Many places in Uganda	MTIC	1) Support to leather processing companies for quality improvement, 2) Marketing support for Uganda's leather products and Support to Uganda Export Promotion Board for mactchmaking functions with buyers and sallers, 3) Support to the livestock-related facilities for improving the quality of	1	TA	Short / Medium Term	5
6	Mid-term Financing for Industrial Developemnt Project	Manufacturing	Many places in Uganda	BOU, MOFPED	1) Development of financial products for manufacturing enterprises for their renewal of the facilities and equipent, 2) Development of the manual for loan appraisal and training for loan officers, 3) Provision of loan, 4) Capacity development for management of mid-term financing	0	ODA Loan	Short / Medium Term	15

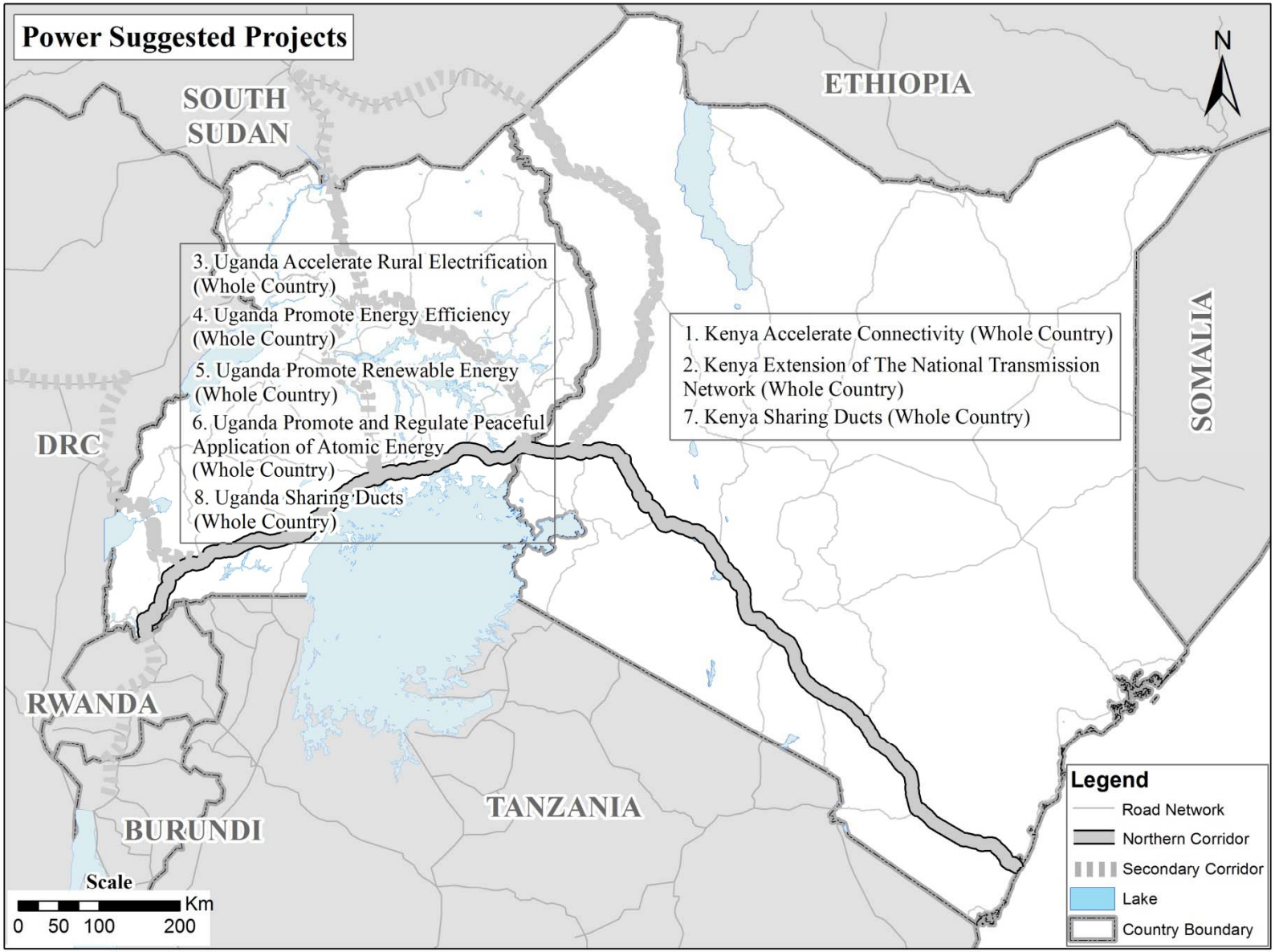
8. Manufacture



9. Power

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Accelerate connectivity	Power	Kenya	Kenya Power	The project is to extend the distribution network to as near the customer as possible using external or government funding to get the target of electrification more than 50% by 2030.	FS	PPP	Medium Term	US$. 1611 Million
2	Extension of the National Transmission Network	Power	Kenya	KETRACO	Improve quality and reliability of electricity supply throughout Kenya by ensuring adequate evacuation capacity. - Develop new transmission lines comprising of about 5,000km in the short term and 16,000km by 2030. - Provide interconnection links with the neighboring countries in order to facilitate power exchange and develop electricity trade in the region - Open up off-grid areas in order to ease connectivity to electricity by constructing transmission lines to link them up to the national grid.	FS	PPP	Medium Term	US$. 4480 Million
3	Accelerate rural electrification	Power	Uganda	UEDCL, UMEME	Expand the grid to the rural areas to get the target of rural electrification up to 31% by 2030.	FS	PPP	Medium Term	US$. 686 Million
4	Promote Energy Efficiency	Power	Uganda	Ministry of Energy and Mineral Development	Reduce power losses to get the target of total energy losses as low as 17% by 2030.	FS	PPP	Medium Term	US$. 13.05 Million
5	Promote Renewable Energy	Power	Uganda	Ministry of Energy and Mineral Development	Promote and facilitate the use of Renewable Energy Technologies (biomass, solar, gasification technologies and stoves) at household and institutional level.	FS	PPP	Medium Term	Estimate cost: US$. 1 Million
6	Promote and regulate peaceful application of atomic energy.	Power	Uganda	Ministry of Energy and Mineral Development	- Carry out specialized training of human resource in nuclear energy. - Seek authorization of atomic energy practices with proper monitoring. - Monitor atomic energy applications.	FS	PPP	Medium Term	Estimate cost: US$. 2 Million
7	Sharing ducts	Telecom	Kenya and Uganda	Government of Kenya and Uganda	Currently, the fibre optic cable network was built by both the government and private sectors. This will lead to duplicate and sometime overprovision especially in the urban areas, leaving the rural communities underserved. The traditional licensing framework that required voice an data service providers to deploy their own infrastructure was a barrier to entry for new players into the ICT market. In addition, weak enforcement of infrastructure sharing has led to high costs of network expansion and has limited innovative approaches to expansion. To solve this issue, develop and implements of sharing infrastructure should be proceed.	FS	PPP	Medium Term	Estimate cost with unit price is US$50,000 per km

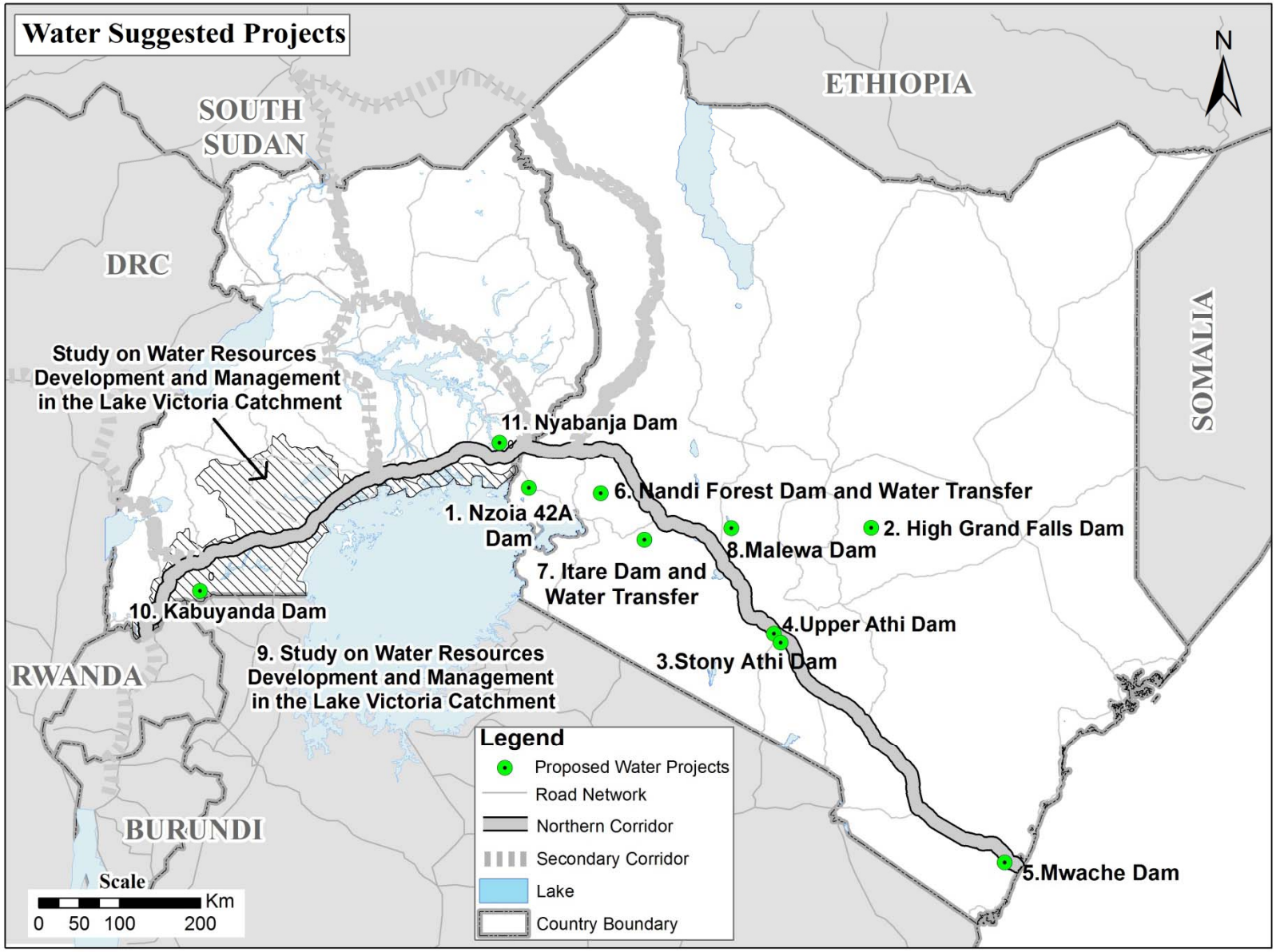
9. Power


Power Suggested Projects
SOUTH SUDAN
ETHIOPIA
N
3. Uganda Accelerate Rural Electrification (Whole Country)
4. Uganda Promote Energy Efficiency (Whole Country)
5. Uganda Promote Renewable Energy (Whole Country)
6. Uganda Promote and Regulate Peaceful Application of Atomic Energy (Whole Country)
8. Uganda Sharing Ducts (Whole Country)
1. Kenya Accelerate Connectivity (Whole Country)
2. Kenya Extension of The National Transmission Network (Whole Country)
7. Kenya Sharing Ducts (Whole Country)
SOMALIA
DRC
RWANDA
BURUNDI
TANZANIA
Scale
0 50 100 200 Km
Legend
Road Network
Northern Corridor
Secondary Corridor
Lake
Country Boundary

10. Water

No.	Name of Project/Program	Sector	Location	Executing Agency	Project/Program Description	Project/Program Status	Mode of Execution	Term	Cost (Million US$)
1	Nzoia 42A Dam	Water	Siaya, Kenya	NWCPC	The Nzoia (42A) dam with an effective storage of 395 MCM is designed for water supply ro the irrigation area of 10,470 ha, hydropower and flood management purposes.	Detailed Design completed	DBB	Short / Medium Term	US$ 89 Million
2	High Grand Falls Dam	Water	Kitui, Tharaka, Kenya	TARDA / MENR&RDA	The High Grand Falls dam with an effective storage of 5,000 MCM will supply irrigation water for the large-scale irrigation schemes of 106,000 ha and domestic and industrial water to the Lamu Port.	Detailed Design completed	DBB	Short / Medium Term	US$ 989 Million
3	Stony Athi Dam	Water	Machakos, Kenya	AWSB	The Stony Athi dam with an effective storage of 23 MCM is one of the dams to be newly developed only for domestic water supply purpose to Nairobi and satellite towns.	Feasibility Study completed	DBB	Short Term	US$ 40 Million
4	Upper Athi Dam	Water	Machakos, Kenya	AWSB	The Upper Athi dam with an effective storage of 24 MCM is one of the dams to be newly developed only for domestic water supply purpose to Nairobi and satellite towns.	Conceptualized by Government	DBB	Short / Medium Term	US$ 28 Million
5	Mwache Dam	Water	Kwale, Kenya	NWCPC	The Mwache dam with an effective storage of 16 MCM will supply domestic and industrial water to Mombasa.	Under procurement	DBB / PPP	Short / Medium Term	US$ 44 Million
6	Nandi Forest Dam and Water Transfer	Water	Nandi, Kenya	LBDA / MENR&RDA	The project consists of the Nandi Forest dam with an effective storage of 220 MCM and the inter-basin water transfer from the Nandi Forest dam to Kisumu and the surrounding areas.	Detailed Design completed	DBB / PPP	Short Term	US$ 175 Million
7	Itare Dam and Water Transfer	Water	Nakuru, Kenya	RVWSB	The project consists of the Itare dam with an effective storage of 20 MCM and the inter-basin water transfer from the Itare and Londiani dams to the Greater Nakuru Area.	Detailed Design under progress	DBB	Short Term	US$ 51 Million for Dam US$ 255 Million for Water Transfer
8	Malewa Dam	Water	Nyandarua, Kenya	RVWSB	The Malewa dam with an effective storage of 34 MCM will supply domestic and industrial water to Naivasha.	Feasibility Study completed	DBB	Medium / Long Term	US$ 43 Million
9	Study on Water Resources Development and Management in the Lake Victoria Catchment	Water	Lake Victoria Catchment, Uganda	DWRM (MWE)	The study consists of assessments of water demand and water resources potential, water balance study by sub-catchment, and planning of water resources development and management.	Conceptualized by NEC MP	TA	Short Term	US$ 1 Million for Study
10	Kabuyanda Dam	Water	Isingiro, Uganda	DWD (MWE)	The Kabuyanda dam with a storage of 10 MCM is designed for water supply ro the irrigation area of 4,203 ha and 0.1 MW hydropower purposes.	Feasibility and Design Studies under progress	DBB	Short / Medium Term	US$ 55 Million
11	Nyabanja Dam	Water	Tororo, Uganda	DWD (MWE)	The Nyabanja dam with a storage of 11.8 MCM is designed for water supply ro the irrigation area of 5,531 ha and 47 kW hydropower purposes.	Feasibility and Design Studies under progress	DBB	Short / Medium Term	US$ 95 Million

10. Water


Water Suggested Projects
N
ETHIOPIA
SOUTH SUDAN
DRC
SOMALIA
RWANDA
BURUNDI
Study on Water Resources Development and Management in the Lake Victoria Catchment
11. Nyabanja Dam
6. Nandi Forest Dam and Water Transfer
1. Nzoia 42A Dam
2. High Grand Falls Dam
8.Malewa Dam
7. Itare Dam and Water Transfer
10. Kabuyanda Dam
4.Upper Athi Dam
3.Stony Athi Dam
9. Study on Water Resources Development and Management in the Lake Victoria Catchment
5.Mwache Dam
Legend
Proposed Water Projects
Road Network
Northern Corridor
Secondary Corridor
Lake
Country Boundary
Scale
Km
0 50 100 200

Thank you

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Annex D

Environmental Baseline Constraints and Maps

APPENDICES

Contents

Item	Description
Appendix D1	Constraints Tables
Appendix D2	Constraints Maps

APPENDIX D1: CONSTRAINTS TABLES

Physical Constraints Table

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Geology and Soils				
Faults	Nakuru, Kericho, Bomet, Uasin Gishu, Elgeyo Marakwet, Kiambu, Nakuru, Nyandarua and Kajiado	These are faults intersected by NEC. They were created by tectonic movements or seismic activity most of which is associated with the Great Rift Valley.	Faults are seismically active and their movement can damage infrastructure. Development of infrastructure on these features will require control measures to manage the risk they present. These areas should be investigated further through geotechnical studies prior to the development of any infrastructure. Such investigations/studies will give informed recommendations on infrastructure development at the project level.	Low
Rift Valley Crossing	Nakuru, Kericho, Bomet, Uasin Gishu and Elgeyo Marakwet	The Mau Escarpment is the western escarpment of the Great Rift Valley in Kenya. It is intersected by the NEC.	Rift Valley crossings are predominated by many faults which are seismically active. In addition, they are marked by steep variations in slopes which would challenge the construction of any infrastructure. Development of infrastructure on these areas will require control measures to manage the risk they present. These areas should be investigated further through geotechnical studies prior to the development of any infrastructure. Such studies will give informed recommendations on infrastructure development at the project level.	High
	Kiambu, Nakuru, Nyandarua and Kajiado	The Kikuyu Escarpment is the eastern escarpment of the Great Rift Valley in Kenya. It is intersected by the NEC.		High
Volcanoes and Mountainous peaks	Nakuru, Narok	Olkaria is a volcanic peak that last erupted in 1770. It rises to altitude of 2434 and it the	Although most of these volcanoes are extinct, they still have a low risk of eruption. Olkaria is also Kenya's geothermal capital and has active volcanic	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		geothermal capital of Kenya. It has several active volcanic sites which are tourist attractions and exploited for production of geothermal power.	areas. On the other hand, as mountainous peaks these hills increase the altitude of the NEC by varying the slope. This presents a challenge for construction of any infrastructure	
	Makueni, Kajiado, Taita Taveta	Chyulu Hills is a volcanic peak that last erupted in 1855. It rises to altitude of 2188 and has a low risk of eruption.		Low
	Nakuru	Longonot is a volcanic peak that last erupted in 1863. It rises to altitude of 2776 and has a low risk of eruption.		Low
	Nakuru	Menengai is a volcanic peak that last erupted in 6050 BC. It rises to altitude of 2278 and has a low risk of eruption.		Low
	Nakuru	Elementaita Badlands is a volcanic region that last erupted in the Holocene. It rises to altitude of 2126 and has a low risk of eruption.		Low
	Nakuru	Ol Doinyo Eburru is a volcanic peak that rises to altitude of 2856. It is not known when the last eruption of Ol Doinyo Eburru		Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		occurred and it is thus considered to have a low risk of eruption		
	Kajiado, Narok	Suswa is a volcanic peak that rises to altitude of 2356. It is not known when the last eruption of Suswa occurred and it is thus considered to have a low risk of eruption		Low
	Bungoma, Trans Nzoia	Mt Elgon is a volcanic peak that rises to altitude of 4321. It is not known when the last eruption of Mt Elgon occurred and it is thus considered to have a low risk of eruption		Low
Hydrology and Hydrogeology				
L Victoria		Lake Victoria is the second largest freshwater lake in the world, occupying an area of 178,710 km^2 within its transboundary catchment area of 499,870 km^2. As a result of this size, L Victoria plays a vital role in the ecology of the entire East African region. It supports numerous fish and bird species.	L Victoria is important ecologically and socioeconomically. As such it is earmarked by the NEC SEA as one of the infrastructure modes to be enhanced. It is a transboundary water resource protected by national and international legislations. Some of these national regulations include: EMCA, Water Act (2002) and WMCA. Ecologically it supports species at risk such as the crested crane and the Sitatunga. The lake faces pressure from human activities including pollution from industrial effluents	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			and run-off, and infestation by invasive species particularly Eichhornia crassipes (Water Hyacinth).	
L Nakuru		Lake Nakuru is one of the rift valley soda lakes in Kenya. It covers an area of 44 km^2 within a catchment of about 1,800 km^2 and is fed by four seasonal rivers. Lake Nakuru is surrounded by L Nakuru NP which supports both endangered mammals and numerous avian species.	L Nakuru is entirely located within the NEC. It is protected by National Regulations such as the WMCA, EMCA and Water Act (2002). As a source of water and nutrition it supports species some of which are at risk globally. It is amongst the tourist attractions in the country and it supports numerous bird species and endangered mammals. The lake faces pressures including pollution from industrial effluents and over-exploitation from tourism.	Moderate
L Naivasha		Lake Naivasha is a freshwater lake in the Kenya rift valley with a surface area of 140 km^2. It consists of three lakes and is supplied by two seasonal rivers. The lake is the integral part of L Naivasha PA which a county managed PA. The ecosystem and lake support: agricultural activities, tourism and avian and mammal species which are at risk globally.	L Naivasha is completely intersected by the NEC. As a water resource it is protected by national regulations including EMCA, Water Act (2002) and WMCA. As a freshwater lake it provides water for irrigation and domestic demands whilst supporting fishing activities. Ecologically, the lake supports avian and terrestrial species which are at risk globally. Despite its importance the lake faces challenges including: pollution from human activities particularly agricultural activities, reduction in water levels and invasive species.	Moderate
L Ol Bolossat		Lake Ol Bolossat is situated in the valley between the north-western slopes of Aberdares Mountains	Lake Ol Bolossat is protected by national regulations notably EMCA, Water Act (2002) and WMCA. It is important ecologically since it supports species which	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		and Dundori Ridge which are its main catchments. It occupies an area of about 43 km^2 and has a variety of habitats ranging from open water through floating marsh and swamps, open grasslands and riverine forests along rivers and springs that feed the lake.	are at risk globally. On the other hand, its socioeconomic importance stems from supporting human activities within its neighbourhood notably agriculture and tourism. The lake faces threats which include agriculture and aquaculture, biological resource use (hunting and species collection), human intrusion, invasive species, pollution and residential and commercial development.	
L Elementaita		Lake Elementaita is a shallow alkaline lake measuring 18 km^2 in area. It is fed by Kekopey hot springs and two seasonal rivers. The lake supports agricultural activities and ranching around its borders as well as terrestrial and avian species some of which are at risk globally.	Lake Elementaita is located within the NEC. It is important and sensitive ecologically and socioeconomically. Ecologically, it supports endangered terrestrial and avian species. Socioeconomically, the lake is a tourist attraction and supports agricultural activities within its environs. The lake faces pressure from human activities which manifest is over exploitation of its resources and pollution.	Moderate
Rivers	In the entire NEC.	There numerous permanent and seasonal rivers traversed by the NEC. These belong to the five drainage basins intersected, namely: Lake Victoria, Rift Valley, Athi River and Coast, Ewaso Ng'iro and Tana River basins.	These rivers are sensitive ecologically and socioeconomically since they support freshwater fish species some of which are at risk, and provide water for human demands. The socioeconomic demand is further underpinned by the fact that Kenya is a water scarce country. Legally, these rivers are also governed by regulations including EMCA, WMCA and Water Act (2002). These rivers are also a construction	Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			constraint for any infrastructure since their construction will have to undertake water ingress management measures.	
Nairobi Groundwater Conservation Area	Nairobi, Kiambu, Kajiado	The Nairobi Aquifer Suite has a Groundwater Conservation Area (GCA) that was established as management measure against over-abstraction. It is however not enforced and over-abstraction occurs in the NAS.	The GCA is a groundwater management measure recognized by national policies. Studies have proposed its extension to entire NAS to manage the impacts of over-abstraction in the NAS. The GCA is located to the west of the NAS which is the recharge area of the aquifer. Development of infrastructure (land use changes) in the GCA and NAS is amongst the challenges to the sustainable management of groundwater resources.	Low
Hazards				
Flood Prone Areas	Busia, Bungoma, Elgeyo Marakwet, Baringo, Kajiado, Makueni, Kitui, Taita Taveta and Kwale.	These are floodplains and areas known to be prone to flooding during the rainy season. They are adjacent to rivers or are low-lying areas.	These areas are construction constraint in which water ingress management measures will be necessary for any infrastructure developed in these areas.	Moderate
Past Earthquake Epicentres	Kajiado, Kwale, Offshore (Mombasa), Baringo, Kilifi, Taita Taveta and Offshore (Mombasa and Kilifi).	These are epicentres of past earthquakes that occurred in the NEC between 1973 and 2016. In total 8 earthquake occurred with their magnitude and year as follows: 4.5 (2012), 4.9 (2007), 4.2 (2006), 4.7 (2001), 4.9 (1995), 4.2	Past earthquake epicentres are considered to be geophysically active regions. This geophysical activity can damage infrastructure and infrastructure development will need to install technical mitigation measures against this. These areas should be investigated further through geotechnical studies prior to the development of any infrastructure. Such	Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		(1991), 5.5 (1990) and 4.7 (1978).	studies will give informed recommendations on infrastructure development at the project level.	
Soil Erosion Prone Areas	Entire NEC	Through the Soil Erosion Potential Modelling, these areas are identified to have likelihood of soil erosion. This is based on rainfall, land uses, slope, soil texture, bedrock depth, landforms and land uses. The results range from 0 for water bodies to a maximum value of 92. Therein areas with high potential are those whose values range between 61 and 92.	Areas with high Soil Erosion Potential values will require mitigation measures to prevent soil erosion. These measures will be particularly necessary during construction of any infrastructure. Moreover, land use changes in these areas which can increase the overall risk of erosion particular due to the increased run-off associated with it.	Moderate

Biological Constraints Table

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Ramsar Sites and Wetlands				
Lake Nakuru	Nakuru	Ramsar sites are wetlands considered to be of international importance under the Ramsar Convention.	Lake Nakuru is designated as Ramsar site since it supports globally endangered mammal species such as the black rhino and hippo in addition to regionally endangered bird species like the African darter, Great egret, the range-restricted Grey-crested Helmet-shrike, the Lesser kestrel and the Madagascar pond heron. L Nakuru supports over 450 avian species and about 70 waterbird species, including 1 million flamingos. Archaeological caves used by early man are also found in the area.	High
Lake Elementaita	Nakuru		This lake is designated as a Ramsar due to the fact that it supports several species falling into different conservation categories as threatened, vulnerable and endangered at local, national, regional and international levels. These include the Lesser and Greater Flamingo. Other threatened species are Great Crested Grebe, Great White Pelican, Great Egret and Maccoa Duck. L Elementaita supports over 450 bird species that include approximately 80 waterfowl species. It is considered to support 1% of East Africa's flamingo population estimated at 1.5 million birds.	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Lake Naivasha	Nakuru		Lake Naivasha is designated as a Ramsar site because it provides a habitat for globally threatened species including Prionops poliolophus (Grey-crested Helmet-shrike), Acrocephalus griseldis (Basra Reed Warbler). Regionally threatened species supported by L Naivasha include the Great Crested Grebe, Maccoa Duck, African Darter, Great Egret, Saddle-billed Stork, White-backed Duck, Baillon's Crake and African Skimmer. Populations of Hippopotamus are also found within the lake. The lake supports a diverse waterbird community, with more than 80 waterfowl species and over 400 total avian species.	High
Lake Bogoria	Baringo		Lake Bogoria is designated as a Ramsar Site since it provides critical refuge for the Phoenicopterus minor (Lesser Flamingo), with a population of 1 to 1.5 million. It supports over 300 waterbird species whilst the shoreline fringe of the lake and associated acacia woodland provide critical habitat for the endangered Tragelaphus strepsciseros (Greater Kudu) and other mammals. The lake is protected under the Ramsar Convention and national regulations.	High
Wetlands	Entire NEC	Wetlands are areas of marsh, fen, peatland or water, whether natural or artificial, permanent or temporary, with water that is	Wetlands are unique and often pristine ecosystems which provide ecosystem services that benefit both humans and animals. They face treats from human activities that place their ecological integrity at risk. Wetlands are protected by national	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six metres.	regulations such as EMCA, WMCA and Water Act (2002).	
UNESCO World Heritage Sites				
Fort Jesus	Mombasa	World Heritage Sites are features considered to be of outstanding value to humanity under the Convention concerning the Protection of the World Cultural and Natural Heritage (1972).	This site was designated due to its cultural and historical value. The Fort was built by the Portuguese in 1593-1596 to the designs of Giovanni Battista Cairati to protect the port of Mombasa. It is one of the well preserved examples of 16th Portuguese military fortification and a historical landmark in its type of construction. The property covers an area of 2.36 hectares and includes the fort's moat and immediate surroundings. It represents an exchange of cultural values amongst people of African, Arab, Turkish, Persian and European origin. In addition, The Fort exemplifies a new type of fortification that resulted from the innovations in military and weapons technology that occurred between the 15th and 16th centuries.	High
Sacred Mijikenda Kaya Forests	Kilifi		The Sacred Mijikenda Kaya Forests consist of 11 separate forests spread over 200 km along the coast. 4 of these forests intersect the NEC, namely Kayas Chonyi, Ribe, Jibana and Kambe in Kwale. Kayas are remains of fortified villages 'Kayas' of the Mijikenda people. They are revered as the repositories of	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			spiritual beliefs of the Mijikenda people and are seen as the sacred abode of their ancestors. The kayas are designated as a WHS since they have metonymic significance to Mijikenda and are a fundamental source of Mijikenda's sense of being. Since they have been transferred from the domestic to spiritual sphere, the biodiversity in the Kayas has been sustained due to restrictions on access and use of their natural forest resources. The Kayas are associated with beliefs of local and national significance, however they are under threat due to decline in traditional knowledge and practices	
Kenya Lake System in the Great Rift Valley	Baringo, Nakuru		This WHS comprises of the three inter-linked relatively shallow lakes, L Nakuru, L Bogoria and L Elementaita which are intersected by the NEC. The lakes were added to the list because they present an appealing range of geological and biological processes in the landscape of the Great Rift Valley. The lakes create a habitat of up to 4 million Lesser Flamingos which migrate amongst them. They provide the main nesting and breeding grounds for Great White Pelicans whereas their terrestrial zones contain important populations of many mammal and bird species that are globally or regionally threatened. They are support to over 100 species of migratory birds and support globally important populations of Black-Necked Grebe, African Spoonbill, Pied Avocet, Little Grebe,	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			Yellow Billed Stork, Black Winged Stilt, Grey-Headed Gull and Gull Billed Tern. The property makes a critical contribution to the conservation of the natural values within the Great Rift Valley, as an integral part of the most important route of the African-Eurasian Flyway System.	
UNESCO Man and Biosphere Reserves				
Mt Elgon Ecosystem	Trans-Nzoia, Bungoma	UNESCO Man and the Biosphere Reserves (MAB) are areas comprising either terrestrial, marine and coastal ecosystems designated to promote solutions reconciling the conservation of biodiversity with its sustainable use. They are special places for testing interdisciplinary approaches to understanding and managing changes and interactions between social and ecological systems, including conflict prevention and management of biodiversity.	Mt Elgon, which is intersected by NEC, is designated as a MAB due to its importance as a water tower. It is a volcanic massif and water tower with high plant diversity. Mt Elgon has cultural significance to over 100,000 people, who live in its neighbourhood, depending on from subsistence and commercial cropping, pastoralism, and ecotourism. The biosphere reverse covers about 208,821 Ha, comprising Mt Elgon National Park (16,916 ha) which forms the core area; the Mt Elgon Forest Reserve and Chepkitale NR, together forming a buffer zone of 90,905 Ha; and a 10 km strip of intensively used land in the foothills of the mountain range, covering approx. 101,00 Ha. Mt Elgon's ecosystems traverses Kenya and Uganda therefore it is a transboundary MAB.	High
National Protected Areas				
National Parks				

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Tsavo East	Kitui, Taita Taveta	These are IUCN Category II Protected Areas. They are gazetted as national parks under national regulations specifically WMCA.	It is part of the Tsavo Conservation Area (TCA) and together with Tsavo West NP they form one of the largest protected areas in the world. Tsavo East NP expands over an area of 13,747 km^2. Together with Tsavo West and Chyulu Hills they form the Tsavo Parks and Chyulu Complex which are being considered for designation as a WHS. Tsavo East NP supports at least 98 species considered to be at risk by the IUCN Red List. TCA and its bordering Mkomazi NP in Tanzania form an ecosystem in which elephants migrate within.	Moderate
Tsavo West	Makueni, Taita Taveta		This NP is part of TCA and covers an area of 7,065 km^2 which features a transboundary protected ecosystem. Tsavo West is an IBA with over 600 bird species documented within its boundaries. This PA features Ngulia Ranch that supports the Black Rhino to prevent its extinction. Together with Tsavo East and Chyulu Hills they form the Tsavo Parks and Chyulu Complex which are being considered for designation as a WHS. Tsavo West forms a transboundary ecosystem with Mkomazi NP and Umba GR in Tanzania. Tsavo West provides a habitat for 102 species considered to be at risk by the IUCN Red List. TCA and its bordering Mkomazi NP in Tanzania form an ecosystem in which elephants migrate within.	High
Chyulu Hills	Makueni		This PA is part of TCA and covers an area of 741 km^2 in the eastern part of Kenya. In total, this PA supports 85 species of	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			fauna considered to be at risk by the Red List. Chyulu Hills is also an IBA and a gazetted water tower which is a Key Biodiversity Area (KBA) of the EAM. Together with the Tsavo NPs they form the Tsavo Parks and Chyulu Complex which are being considered for designation as a WHS. TCA and its bordering Mkomazi NP in Tanzania form an ecosystem in which elephants migrate within.	
Nairobi	Nairobi		This PA occupies an area of 117 km^2 within Kenya's capital city. An estimate 100 mammalian species have been documented in this PA. It is an IBA which features at least 400 bird species of which at least 20 are identified to be European migrants. Of these species at least 87 faunal species are considered to be at risk globally. Nairobi NP supports the second largest annual migration of large herbivores (wildebeest and zebra). The PA features a Rhino sanctuary which breeds the species to restock other PAs. Adjacent to the PA is Nairobi's animal orphanage and safari walk.	High
Aberdare	Nyandarua, Nyeri, Murang'a		Aberdare NP occupies 765.7 km^2 as part of the greater Aberdare ecosystem on the Kikuyu escarpment of the Eastern Rift Valley. It supports 56 of the 67 tropical highland species of fauna in Kenya. It is an IBA, located within the Kenya	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			Mountains EBA, with at least 290 bird species documented. 110 globally threatened species have been documented in Aberdare NP. The montane forest within the Aberdare ecosystem is one Kenya's five important gazetted water towers. It is a KBA of the EAM which is subset of the Mt Kenya – Aberdare EAM Corridor. Aberdare is under consideration for designation as a WHS.	
Mount Elgon	Trans-Nzoia, Bungoma		169 km^2 of the transboundary ecosystem of Mt Elgon is gazetted as a NP in Kenya. The ecosystem, which has high floral diversity, features the gazetted Mt Elgon FR. Mt Elgon is an IBA, located within the Kenya Mountains EBA, within which 57 bird species have been documented. At least 93 globally threatened species of fauna are supported by this NP. This PA is the last known refuge for Petropedetes dutoiti (Du Toit's Torrent Frog) (CR) and Otomys barbouri (Barbours Vlei Rat) (EN), therefore it is a designated AZE. Moreover, the ecosystem is one of Kenya's 5 major gazetted water towers. In connection, the catchment within the ecosystem is a Freshwater KBA (FWKBA) of the EAM, whilst the mountainous ecosystem is a composite KBA of the EAM. Due to its uniqueness as a	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			water the ecosystem is also designated as a UNESCO MAB.	
Lake Nakuru	Nakuru		This NP measures 118 km² and provides a habitat for about 450 species of Greater and Lesser Flamingos. At least 56 species of mammals have also been documented in the NP and 550 species of flora are known to exist with the NP including the largest Euphorbia forest in Africa. In total, it supports 83 faunal species which are at risk globally. Due to its support for bird species the NP is an IBA within the Kenyan Mountains EBA. The lake supports several endangered species and for this reason it is designated as a Ramsar Site, in addition to a WHS as part of the Kenya Lake System in the Rift Valley. It is also a FWKBA of the EAM.	High
Ol Doinyo Sabuk	Machakos		Ol Donyo Sabuk NP covers an area of 20.7 km² in which it supports at least 59 species of fauna which are at risk globally.	Moderate
Hell's Gate	Nakuru, Narok		This NP measures 68 km² in an area beset with geothermal activity within the Rift Valley. It supports a range of mammalian species and about 103 avifaunal species. Of the species which are provided a habitat in this NP, 80 are globally threatened. This NP is also under consideration for designation as a WHS.	High
Longonot	Nakuru		Mt Longonot NP occupies 52 km² in the Rift Valley, featuring the extinct monolith of Mt Longonot. As an ecosystem it	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			supports 82 species which are considered to be at risk globally.	
National Reserves				
Ngai Ndethya Game Reserve	Kitui, Makueni	IUCN Category IV Protected Area. It is a gazetted national reserves under the WMCA.	This PA, which is 227 km² in size and part of TCA, features savannah grasslands ecosystems. Less than 19 large mammals have documented in this PA, and between 100 and 200 bird species. Amongst these faunal species 75 are globally threatened.	Moderate
Lake Bogoria	Baringo	IUCN Category II Protected Area. They are gazetted national reserves under the WMCA.	Lake Bogoria NR occupies 107 km² and features the highly alkaline lake. Its ecosystem supports a diverse range of species including 79 which are at risk globally. It also supports at least 373 bird species, of which 50 are migratory notably lesser flamingos, and is thus designated as an IBA within the Kenyan Mountains EBA. The PA is designated as Ramsar Site and WHS due to its importance to migratory birds and support for endangered species. It is also a KBA of the EAM.	Low
Shimba Hills	Kwale		Shimba Hills NR covers 300 km² and supports 80 species of fauna that are globally threatened. It is an IBA, within the East Africa Coastal Forests EBA, that supports at least 111 bird species of which 22 are endemic. As a PA, it is dually gazetted as a NR and FR. It provides the	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			last known refuge for Hyperolius rubrovermiculatus (EN) and is therefore an AZE. Shimba Hills is also a gazetted water tower which is a source for the several of the main rivers in Kwale and the southern regions of Mombasa County. Shimba Hills is part of the Eastern Arc Coastal Forests which are in the Tentative Lists of the WHS Programme.	
Kakamega	Kakamega		This NR's surface area is 44.7 km² in which over 380 species of trees, 330 bird species, 27 species of snakes, 7 primates, over 400 species of butterflies and several mammals have been documented. Of these species 89 faunal species are at risk globally. Kakamega forest is classified as an IBA in addition to being in the Tentative Lists of WHS Programme.	Moderate
Kerio Valley	Elgeyo Marakwet, Baringo	IUCN Category IV Protected Area. It is a gazetted national reserves under the WMCA.	This NR stretches over an area of 66 km² in which at least 77 globally threatened species of fauna are supported.	Moderate
Marine Protected Areas				
Mombasa MNP	Offshore Mombasa	IUCN Category II Protected Area. It is a gazetted national marine national park under the WMCA.	This MNP occupies an area of approx. 10 km², located off the coast of Mombasa County. It features sea grasses and marine algae in terms of vegetation. Marine life includes crabs, corals, sea urchins, jellyfish, sea stars, sea cucumbers and different varieties of coral species comprising of Acropora, Turbinaria and Porites. Seabirds are also present in large nesting colonies and internationally significant number of crab plover and	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			roseate tern. It supports 149 species which are considered to be threatened globally.	
Mombasa MNR	Offshore Mombasa	IUCN Category IV Protected Areas. These are gazetted national resources under the WMCA.	This reserve surrounds Mombasa MNP and stretches over an area of about 194 km^2. It shares similar characteristic vegetation, marine life and birds as Mombasa MNP. This MNR supports 117 species of fauna which are at risk globally.	Moderate
Diani-Chale MNR	Offshore Kwale		Diani-Chale MNR covers approx. 107 km^2 off the coast Kwale County. It was designated as a MNR to protect its coral reef, coral gardens and fish species. The diversity of the fish species comprises at least 350 species. 185 species fauna in this reserve are at risk globally.	Moderate
Wildlife Sanctuaries				
Taita Hills Wildlife Sanctuary	Taita Taveta	Wildlife sanctuaries are places of refuge for sensitive species of wildlife. They are established to protect or breed particular species to prevent their extinction or in response to threats they face.	This sanctuary occupies 28,000 acres in the Taita Taveta County and was established in 1973. It provides a habitat for over 50 species of mammals and 300 species of birds. The greater ecosystem of Taita Hills is designated as an AZE since it supports the CR Taita Apalis. In total Taita Hills Wildlife Sanctuary supports 69 species which are at risk globally.	High
Ngulia Rhino Sanctuary	Taita Taveta		Ngulia Rhino Sanctuary occupies approx. 91 km^2 within Tsavo West NP and was established 1986 with a purpose of breeding the CR Black Rhino to restock its population in the wild and in other sanctuaries.	High
Mwaluganje	Kwale		Mwaluganje Elephant Sanctuary is located north of Shimba	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Elephant Sanctuary			Hills NR and measures 18 km² in area and was established in 1995 to create a corridor for elephants moving between Shimba Hills National Reserve and Mwaluganje FR during the mating season. It is primarily a community conservation area for elephants that also supports 69 other faunal species that are at risk globally.	
Forest Reserves				
Coastal Zone (East African Coastal Forests)	Kwale	Forest Reserves are gazetted under the Forest Act (2005) to protect the country's low forest resources and the ecosystem services the forest provide. These reserves are located along the Kenyan coast and include: Shimba Hills, Mkongani North, Mkongani West, Gogoni, Buda and Mwachi and Mwaluganje.	These FRs are part of the Eastern Africa Coastal Forests. Shimba Hills, Mkongani North, Mkongani West and Mwaluganje are part of the Shimba Hills water tower. Jointly, they support 77 species of fauna which are at risk globally. More details on these FRs are provided in Section on Forest Reserves in the Baseline Chapter.	Moderate
Eastern Region	Taita Taveta, Makueni, Machakos	Forest Reserves are gazetted under the Forest Act (2005) to protect the country's low forest resources and the ecosystem services the forest provide. These reserves are located along the	These FRs are located in arid regions of the NEC and contribute to provision water as part of local catchments. Despite their local importance and small size, they are at risk of deforestation mainly through unsustainable harvesting of forest products. Details on the flora and fauna species are limited on these FRs.	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		eastern region of Kenya and include: Kilungu, Momandu, Ikilisa, Kalimani, Kilala, Kiongwani, Kioo, Kithendu, Kitoo Kitumbuuni, Kiu (Ngungu), Kyai, Makongo-machakos, Mutula, Ndatai, Nduluni-kalani, Tulimani, Utangwa, Utunene, Waiya, Mbooni North, Mbooni South, Kenze, Katende, Kibwezi, Kitondu, Kyemundu, Makuli-nguuta, Nthangu, Nzaui, Kibwezi and Kasigau.		
Nairobi Region	Kajiado, Nairobi, Kiambu	Forest Reserves are gazetted under the Forest Act (2005) to protect the country's low forest resources and the ecosystem services the forest provide. These reserves are located in the urbanscape of Nairobi. They include: Kamiti, Kiambu, Karura, Ngong Road, Ololua, Ngong	These forests are located within the urbanscapes of Nairobi and Kiambu Counties. Two key services provided by these FRs include regulation of the urban climate and provision of recreation space. Specific characteristics of these FRs are provided in Section XXXX. Together, these FRs provide a habitat of 94 faunal species at risk globally.	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		Hills, Dagoretti, Embakasi and Nairobi Arboretum.		
Kikuyu Escarpment and Aberdares Ecosystem	Kiambu, Nyandarua, Murang'a, Laikipia, Nyeri	Forest Reserves are gazetted under the Forest Act (2005) to protect the country's low forest resources and the ecosystem services the forest provide. These reserves are located are on the Kikuyu Escarpment and the Aberdares Ecosystem. They are the following: Nyamweru, Kingatua, Muguga, Aberdare, Kikuyu Escarpment, Magumo North, Magumo South, Kirima, Muruai, Kipipiri and Ol-bolossat.	These FRs are located within the Central Highlands along the Kikuyu Escarpment of the Eastern Rift Valley. Both the Aberdare and Kikuyu Escarpment Ecosystems are water towers and the former is amongst the five important water towers in Kenya. More information on the characteristics of the forests are provided in Section XXXX. These FRs support 205 species of fauna considered at risk globally.	High
Mau Escarpment (Mau Forest Complex) and Cherangani Hills	Uasin Gishu, Nakuru, Kericho, Elgeyo Marakwet, Bomet, Baringo	Forest Reserves are gazetted under the Forest Act (2005) to protect the country's low forest resources and the ecosystem services the forest provide. These reserves comprise the Mau Forest Complex and Cherangani Hills forests. They include:	These FRs or forest blocks form the Mau Forest Complex and Cherangani Hills forests. These forests provide a habitat threatened species in addition to being amongst the main water towers in the country. More information on the characteristics of the forests are provided in Forest Reserves Section of the Environmental Baseline Chapter. These FRs support 231 species of fauna considered at risk globally.	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		Eldoret I and II, Kapchorua I, Nabkoi, Kapsaret, Kijabe Hill, West Molo, Molo, Bahati, Eburu, Mau Narok, Menengai, Nakuru, Ol-pusimoru, Southern Mau, Eastern Mau, Western Mau, Londiani, Northern Tinderet, Tingwa Hill, Tumeya, Kapchorua IV, Cheboit, Chemurokoi, Kapchemutwa, Kaptagat, Kessop, Kipkabus (Uasin/Gishu), Kipkabus (Elg-Marak), Kiptaberr, Sogotio, Transmara, South-western Mau, Chebartigon, Chepkuchumo, Kaptimom, Kinyo, Lembus, Mtarakwa, Sanao, Sekenwo, Tarambas Hill, Mukobe, Kabarak, Chemorogok, Kilombe Hill, Kimojoch, Maji Mazuri, Marmanet, Metkei, Mount Londiani, Perkerra Catchment, Timboroa and Tinderet.		

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
North Rift Valley and Western Regions	Trans-Nzoia, Nandi, Kakamega, Bungoma	Forest Reserves are gazetted under the Forest Act (2005) to protect the country's low forest resources and the ecosystem services the forest provide. These reserves are located in the north rift valley and western regions of Kenya and include: Kitale Township, Kitale, Kaptaroi, Ururu, North Nandi, South Nandi, Taressia, Buyanga, Kisere, Malaba, Bunyala, Lugari, Turbo, Kakamega, Mount Elgon and Sekhendu.	These FRs contain the rainforests in Western Kenya and North Rift Valley whose characteristics are provided in Section XXXX. They support 166 species of fauna which are at risk globally.	Moderate
PCAs and CCAs				
Imbirikani Community Conservancy	Kajiado	These are conservation areas which are either managed by communities or private entities. They are protected and recognized by national regulations such as EMCA, Forest Act (2005) and WMCA.	These areas are protected under national regulations due to their sensitive ecosystems or species which are supported. They also generate revenue for the institutions or communities which manage them. However, there's limited information available on their characteristics from literature sources.	Low
Esenlenkei Community Conservancy	Kajiado			Low
Motikanju Community	Kajiado			Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Conservancy				
Lumo Community Wildlife Sanctuary	Taita Taveta			Low
South-Western Mau Nature Reserve	Bomet			Moderate
Boabab Farm Private Reserve	Kilifi			Low
Lisa Ranch Private Reserve	Machakos			Low
Konza Ranching and farming Co-operative Private Reserve	Makueni			Low
Chololo Ranch	Nakuru			Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Private Reserve				
Enganani Ranch Private Reserve	Nakuru			Low
Galana Ranch Private Reserve	Kitui			Low
Mbulia Group Ranch Private Reserve	Taita Taveta			Low
Kisima Farm Rumuruti Private Reserve	Nyeri			Low
Dawida Ranch Private Reserve	Taita Taveta			Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Tarda Emali Ranch Private Reserve	Makueni			Low
Kuruwitu Locally Managed Marine Area	Kilifi			Moderate
Majoreni Locally Managed Marine Area	Kwale			Moderate
Birds Areas				
IBAs				
Aberdare Mountains	Nyeri	BirdLife International designates an IBA as a site that is known or thought regularly to hold significant numbers of a globally threatened species, or other species of global conservation concern. The designation applies where the species are either CR, EN or VU according to IUCN	This IBA is intersected by the NEC and supports 53 trigger species.	High
Busia grasslands	Busia		This IBA is intersected by the NEC and supports 7 trigger species.	High
Chyulu Hills forests	Kajiado		This IBA is intersected by the NEC and supports 1 trigger species.	High
Dandora ponds	Nairobi		This IBA is intersected by the NEC and supports 1 trigger species.	High
Diani forest	Kwale		This IBA is intersected by the NEC and supports 4 trigger	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		Red List assessment method. VU species apply when threshold numbers are existent at the site. IBAs are usually small and often located in PAs or EBAs. LC, DD and NR species can also trigger an IBA classification if they are biome-restricted species (Criteria A3) or if they form threshold congregations (Criteria A4).	species.	
Hell's Gate NP	Nakuru		This IBA is intersected by the NEC and supports 2 trigger species.	High
Kakamega forest	Kakamega		This IBA is intersected by the NEC and supports 41 trigger species.	High
Kaya Gandini	Kwale		This IBA is intersected by the NEC and supports 4 trigger species.	High
Kaya Waa	Kwale		This IBA is intersected by the NEC and supports 2 trigger species.	High
Kikuyu Escarpment forest	Kiambu		This IBA is intersected by the NEC and supports 40 trigger species.	High
Kinangop grasslands	Nyandarua		This IBA is intersected by the NEC and supports 5 trigger species.	High
Lake Ol' Bolossat	Nyandarua		This IBA is intersected by the NEC and supports 2 trigger species.	High
Lake Elementaita	Nakuru		This IBA is intersected by the NEC and supports 10 trigger species, including one species under Criteria A4.	High
Lake Naivasha	Nakuru		This IBA is intersected by the NEC and supports 6 trigger species, including one species under Criteria A4.	High
Lake Nakuru NP	Nakuru		This IBA is intersected by the NEC and supports 14 trigger species, including one species under Criteria A4.	High
Machakos	Machakos		This IBA is intersected by the NEC and supports 1 trigger	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
valleys			species.	
Mau forest complex	Bomet		This IBA is intersected by the NEC and supports 50 trigger species.	High
Mau Narok - Molo grasslands	Narok		This IBA is intersected by the NEC and supports 6 trigger species.	High
Mt Elgon	Bungoma		This IBA is intersected by the NEC and supports 57 trigger species.	High
Nairobi National Park	Nairobi		This IBA is intersected by the NEC and supports 4 trigger species.	High
North Nandi forest	Nandi		This IBA is intersected by the NEC and supports 24 trigger species.	High
Shimba Hills	Kwale		This IBA is intersected by the NEC and supports 18 trigger species.	High
South Nandi Forest	Nandi		This IBA is intersected by the NEC and supports 29 trigger species.	High
Taita Hills forests	Taita/Taveta		This IBA is intersected by the NEC and supports 5 trigger species.	High
Tsavo East National Park	Kitui		This IBA is intersected by the NEC and supports 63 trigger species.	High
Tsavo West	Taita/Taveta		This IBA is intersected by the NEC and supports 59 trigger	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
National Park			species.	
EBAs				
Kenyan Mountains	Kajiado, Nairobi, Nakuru	According to BirdLife International, an Endemic Bird Area (EBA) is a site where two or more species of restricted range (with world distributions of less than 50,000 km^2), occur together.	This EBA is intersected by the NEC and whilst it supports 9 trigger species, it also has 20 IBAs located within it.	Low
Serengeti Plains	Bomet, Narok, Nakuru, Kiambu, Kericho, Kajiado and Nyandarua		This EBA is intersected by the NEC and whilst it supports 6 trigger species, it also has 6 IBAs located within it.	Low
Kakamega and Nandi Forests	Kakamega and Nandi		This EBA is intersected by the NEC and whilst it supports 1 trigger species, it also has 2 IBAs located within it.	Low
East Africa Coastal Forests	Kwale, Kilifi and Mombasa		This EBA is intersected by the NEC and whilst it supports 7 trigger species, it also has 7 IBAs located within it.	Low
Tanzania-Malawi Mountains	Taita Taveta		This EBA is intersected by the NEC and whilst it supports 37 trigger species, it also has 1 IBA located within it.	Low
AZE				
Mount Elgon	Bungoma	An Alliance for Zero Extinction (AZE) site is an area or ecosystem which is the last remaining refuge of one or more Endangered or Critically	Mt Elgon is an AZE site because it is the last known refuge for Petropedetes dutoiti (Du Toit's Torrent Frog) (CR) and Otomys barbouri (Barbours Vlei Rat) (EN).	High
Taita Hills	Taita Taveta		Taita Hills are an AZE site because they are the last known refuge for Boulengerula niedeni (Sagalla Caecilian) (CR),	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		Endangered species. An AZE site is designated if it meets the tri-fold criteria of: Endangerment (a CR or EN species exists), Irreplaceability (the site is the only area where the CR or EN species occurs), and Discreteness (the area has a definable boundary in the context of its neighbourhood.	Apalis fuscigularis (Taita Apalis) (CR), Suncus aequatorius (Taita Shrew) (CR) and Turdus helleri (Taita Thrush) (CR).	
Shimba Hills	Kwale		Shimba Hills is an AZE site because it is the last known refuge for Hyperolius rubrovermiculatus (EN).	High
EAM				
Terrestrial KBAs				
Lake Bogoria NR	Nakuru and Baringo	The Eastern Afromontane Biodiversity Hotspot (EAM) comprises several scattered and biogeographically similar mountain ranges in Eastern Africa, from Saudi Arabia and Yemen in the north to Zimbabwe in the south. The three ancient massifs Eastern Arc Mountains and Southern Rift; Albertine Rift, and Ethiopian Highlands make	KBAs are sites of global significance for the conservation of biodiversity (globally threatened species, restricted-range species, biome-restricted species assemblages or congregatory species). They are identified nationally using simple, globally standardised criteria and thresholds, based on the needs of biodiversity requiring safeguards at the site scale. They extend BirdLife's IBA concept to other taxonomic groups and it thus follows that all IBAs are KBAs.	High
Aberdare Mountains	Nyandarua, Nyeri, Kiambu, Murang'a and Laikipia			High
Kikuyu Escarpment Forest	Kiambu, Nakuru, Nyandarua and Murang'a			High
Mau Forest Complex	Nakuru, Bomet, Narok, Baringo and Kericho			High
Mau Narok-	Nakuru, Narok and			Low

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
Molo Grasslands	Kericho	up more than 1,000,000 km^2 of the main part of the EAM. A number of outlying mountains are also part of this hotspots, including the Neogene volcanic of the Kenyan and Tanzanian Highlands (e.g. Mt Kilimanjaro, Mt Meru, Mt Kenya, Mt Elgon, Aberdares Range, and other peaks), the Air Mountains (SW Saudi Arabia), the highlands of Yemen, and the Chimanimani Highlands (Zimbabwe). The hotspot supports close to 7,600 species of plants, of which 2,350 are endemic. The EAM is a habitat to nearly 500 mammal species, more than 100 of which are endemic to the region. Nearly 350 reptilians are found in the EAM, of which more than 90 are endemic. The Great Rift Lakes		
Taita Hills Forests	Taita Taveta			High
Cherangani Hills	Trans Nzoia, Elgeyo Marakwet and Uasin Gishu			High
South Nandi Forest	Nandi			High
Kinangop Grasslands	Kiambu, Nyandarua and Nakuru			Low
Lake Ol' Bolossat	Nyandarua			High
Mukurweini Valleys	Nyeri and Murang'a			Moderate
Chyulu Hills	Kajiado, Makueni and Taita Taveta			High
Mount Elgon (Kenya)	Trans Nzoia and Bungoma			High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		are located within this hotspot making it important for freshwater fish diversity and endemism, with more than 890 species of fish, of which nearly 620 are endemic.		
Freshwater KBA				
Lake Nakuru	Uasin Gishu, Baringo, Nakuru, Nyandarua, Laikipia, Elgeyo Marakwet, Murang'a, Narok and Kiambu.	See description above.	See above.	High
Mount Elgon Catchment	Bungoma and Trans Nzoia			High
Biodiversity Corridors				
Mt Kenya – Aberdare Mountains	Baringo, Laikipia, Murang'a, Nakuru, Nyandarua, Nyeri and Kiambu.	See description above.	EAM Corridors are broad-scale landscape units that include clusters of KBAs. This corridor includes the Mt Kenya and Aberdare Mountains KBAs.	Moderate
Marine Eco-Region Features				
Sandy Beaches	Kwale, Kilifi and Mombasa	The two types of sandy beaches in Kenya are found within the	Species diversity along sandy beaches is usually low, however they are an important tourist attraction and generally serve as a	Moderate

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		NEC. These are the steep and gently sloping sandy beaches. The former is usually without protection from reef barriers and often backed by one or more series of wind-blown sand dunes whilst the latter is usually sheltered behind a fringing reef.	nesting site for sea turtles. These sandy beaches face threats including pollution and beach erosion from human activities.	
Mangrove Forests	Kwale, Kilifi and Mombasa	Mangroves are distinctive coastal ecosystems that are highly productive areas making important economically and socially. They are estuarine and occur in protected habitats where the seawater and freshwater mix. They provide fish habitat and are source of materials such as locally used wood. They are important nursery and breeding sites for a variety of marine species of economic importance and other that contribute to the food chain. The Kenya coast has	Mangrove forests provide numerous vital ecosystem services in the marine eco-region of Kenya estimated to a potential value of USD 1,092/Ha by one study focussed on Gazi. They are protected by national regulations but still face pressures from climate change and human activities. Human activities that comprise these pressures include exploitation for timber and firewood, pollution from solid and liquid wastes (as observed during the consultation meetings that raw sewerage at times drains into the forests), and location of infrastructure within them (i.e. land clearing and excavation).	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		an estimated area of 530 km^2 of mangrove forests.		
Coral Reef	Offshore Mombasa, Kilifi and Kwale.	The total area of Kenya's coral reefs (warm water corals) is estimated at 50,000 Ha. These reefs are divided into two main areas – a fairly continuous 200 km long fringing reef along the south coast extending from Malindi to Shimoni and patch reefs (exposed and protected), and fore reef slopes in north coast from Lamu to the Somali border.	Corals are integral part of Kenya's marine ecosystem. They have high species diversity and numerous marine species are supported by them. Human activities such as dredging and pollution continually place them at risk. Climate change and other natural hazards such as floods which result in sediment transport exacerbate the pressures facing the corals, specifically bleaching and inhibition of photosynthesis respectively.	High
Sea Turtle Nesting Sites	Mombasa, Kwale and Kilifi.	Sea Turtle Nesting Sites/Beaches are particular zones in the sandy beaches that are preferred by sea turtles for nesting. Three out of the five sea turtles found in Kenya nest along Kenya's beaches. They nest on a variety of beach types with the basic requirements for a good nesting	Turtle nesting sites are important to the sustenance of the threatened species of turtles. These sites have been placed at risk of degradation from human activities which cause pollution and beach erosion. Exploitation of beaches for tourism and coastal developments also add to the pressures on these sites since the can alter the conditions which make them conducive for nesting. Stakeholders consider that dredging for sand in Diani has caused beach erosion and loss of nesting sites resulting in migration of turtles to beaches as far as Somalia.	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		site are easy accessibility to/from the sea and beach sand text that is fine enough to prevent excessive slippage whilst the nest is being constructed. Other considerations are the nature of the offshore approach, the slope of the beach and the beach front vegetation.		
Transboundary Resources				
Lake Victoria Catchment	Bungoma, Trans Nzoia, Kakamega, Busia, Kisumu, Vihiga, Siaya, Uasin Gishu, Nandi, Kericho, Bomet and Narok	These transboundary resources are shared amongst Kenya and other EAC states. They benefit the countries shared by them and are governed by regulations in the pertinent states as well as international regulations ratified by those states. The co-management of these resources under the different country-specific regimes raises the stakes on them particularly since they benefit numerous communities,	Lake Victoria is a transboundary catchment shared amongst Uganda (16%), Kenya (22%), Tanzania (44%), Rwanda (11%) and Burundi (7%). The lake itself occupies an area of 178,710 km^2 within its catchment area of 499,870 km^2. As a result of this size, L Victoria plays a vital role in the ecology of the entire East African region. It supports numerous fish and bird species, including the crested crane and the Sitatunga, a globally threatened species of water antelope.	Low
Mt Elgon Ecosystem	Bungoma and Trans Nzoia		Mt Elgon ecosystem is shared between Kenya and Uganda. It is an important water tower, AZE site and UNESCO MAB. In both countries the ecosystem features protected areas. These are Mt Elgon NP and Namatale Central Forest Reserve (CFR) in Uganda; and Mt Elgon NP, Mt Elgon FR and Chepkitale NR in	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
		different economies and many species.	Kenya. In addition, Mt Elgon features a transboundary aquifer.	
Sio-Siteko Wetland	Busia		The Sio-Siteko Wetland is located on the Kenya-Uganda border, intersecting Busia County and District in Kenya and Uganda (Plate 2 6). It is part of the wider Sio-Malaba-Malakisi catchment and it consists of a number of interconnected secondary and tertiary wetland subsystems which drain into L Victoria. The catchment and linked wetlands provide a habitat for several species including 206 plants, 29 fish, 25 mammals, 8 reptiles and several invertebrates. It is an IBA in which over 300 bird species have been documented. These birds have included the globally threatened Laniarius mufumbiri (Papyrus Gonolek) and Circus macrourus (Pallid Harrier). Notable mammals found in the area include Vervet Monkey, Otter, Sitatunga, Hippopotamus and Water Mongoose.	High
Tsavo West-Mkomazi Ecosystem	Kajiado, Taita Taveta, Makueni and Kitui		Tsavo West, located in southeast of Kenya and traversed by the NEC, is adjoined to Mkomazi NP at the Kenya-Tanzania border. Although the region of adjoinment between these two NPs is not intersected by the NEC, this study considers the entire transboundary ecosystem to of interest to the NEC. In Kenya Tsavo West is a NP and an IBA, whereas in Tanzania Mkomazi is a NP and it intersects Umba GR in an area that has a designated IBA. The Tsavo West-Mkomazi ecosystem supports at least 405 bird species and other endangered species	High

Name of Feature	Location (County)	Nature of Feature	Constraint Description	Rating
			of fauna such as Loxodonta africana (EN) (which are migratory between Mkomazi NP and Tsavo West (TCA)), Panthera leo (VU), Acinonyx jubatus (VU) and Diceros bicornis (CR).	
Western Indian Ocean	Mombasa, Kwale and Kilifi.		The Western Indian Ocean is shared amongst the East African states of Kenya, Somalia and Tanzania. Its pelagic and benthic habitats support numerous species some of which are globally threatened. Moreover, it features numerous coastal and marine PAs in these three countries, which are considered to be sensitivities.	Low

APPENDIX D2: CONSTRAINT MAPS

Uganda

Kenya

Somalia

Tanzania

Mt Elgon

Menengai

Elmentaita Badlands

Longonot

Ol Doinyo Eburru

Olkaria

Suswa

Chyulu Hills

River Nzoia

River Ewaso

River Sosio

River Kuywa

Selby Falls

Kipkaren River

Unknown

Kerio River

Nzoia River

Mokona River

Perkerra River

Lake Bogoria

4.7

Unknown

River Nyando

Molo River

Lake Ol Bolossat

Victoria

Lake Nakuru

Lake Elementaita

River Itare

River Kamuthia

River Amala

Unknown

Bora Falls

River Tana

Lake Naivasha

Sinet River

River Ewaso Ngiro

River Thika

River Ruiru

Nairobi River

4.7

River Chwaka

Kaiti River

Unknown

Mugoni River

4.5

Ekpenkei River

River Kiboko

Athi River

River Tiva

River Lokenisi

Tsavo River

Tsavo River

4.2

Mbololo River

River Gashi

River Rare

Unknown

4.9

5.5

4.9

4.2

River Rabisi

0

120

KM

NEC

NEC County

Kenya

Fault

Earthquake Epicentre

Floodplain

Wetland

Groundwater Conservation Area

Lake

River

Mountain/Volcano

Geographic Coordinate System: GCS_WGS_1984
Datum: D_WGS_1984
Spheroid: WGS_1984

Project: NEC Logistics MP Kenya SEA
Client: JICA/MOTI (Kenya)
Location: Kenya

Sheet No. 1/3

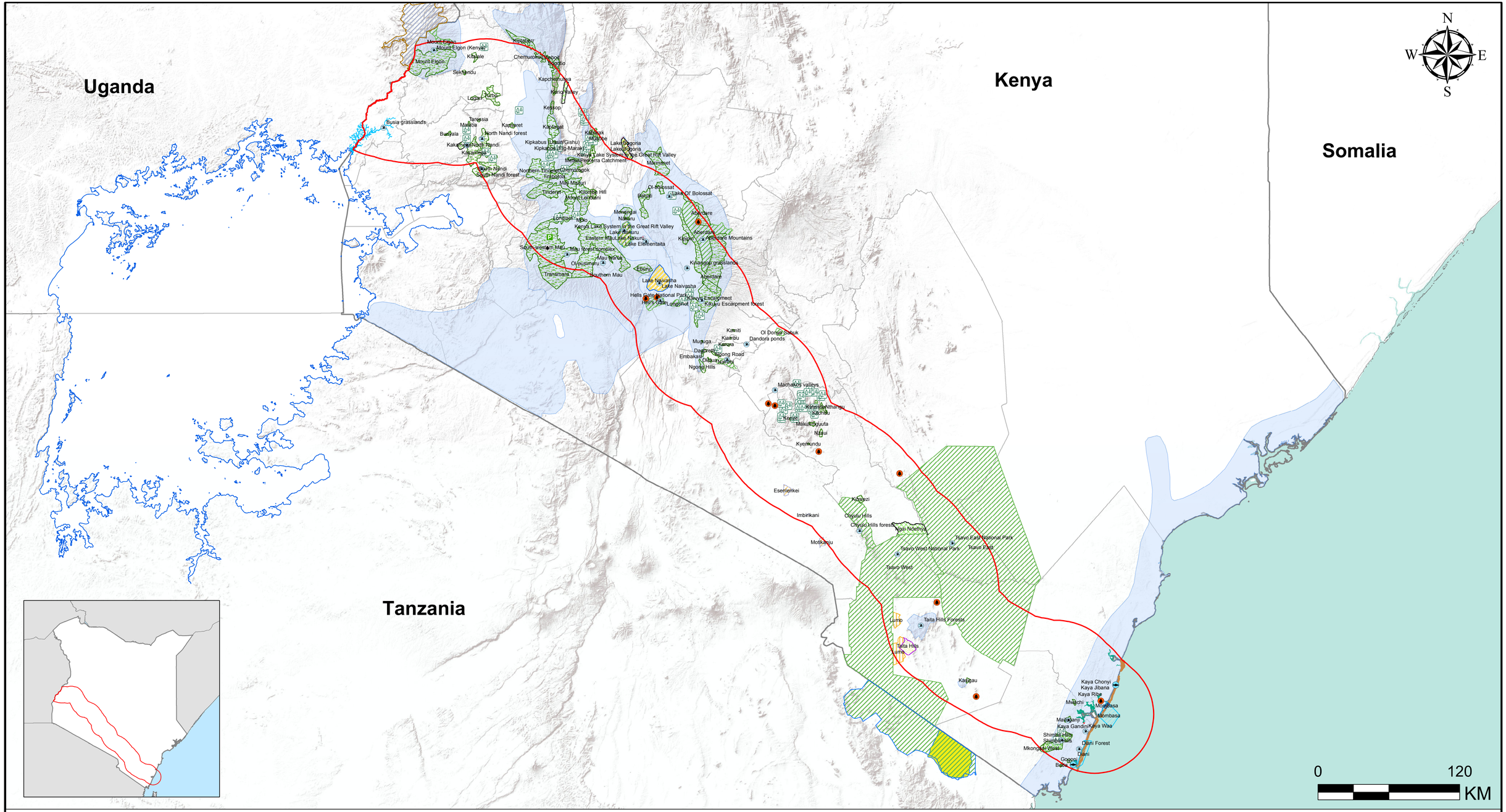
NEC KEN Physical Constraints

Drawn By: CN

Checked by: NS

Date: 26Sep16

Service Layer Credits: Sources: Esri, USGS, NOAA



NEC
NEC County
Kenya

Transboundary Resources
NP (UGA)
UNESCO-MAB (UGA)
GR (TZA)
NP (TZA)
Sio Siteko Wetland
Lake Victoria Shoreline
Mangroves
Coral Reef
IBA
EBA

Kenya PAs (Polygons)
CC
CWS
FR
MNP
MNR
NP
NR
Ramsar Site
WS
WHS

Kenya PAs (Points)
FR
LMMA
NP
Nature Reserve
PR

Geographic Coordinate System: GCS_WGS_1984
Datum: D_WGS_1984
Spheroid: WGS_1984

Project: NEC Logistics MP Kenya SEA
Client: JICA/MOTI (Kenya)
Location: Kenya

Sheet No. 2/3

NEC KEN Biological Constraints 1/2

Drawn By: CN

Checked by: NS

Date: 26Sep16

Service Layer Credits: Sources: Esri, USGS, NOAA

Uganda

Kenya

Somalia

Tanzania

Mount Elgon, Uganda
Mount Elgon Catchment, Uganda
Mount Elgon Catchment, Kenya
Mount Elgon, Kenya
Mt Elgon

Cherangani Hills
Cherangani Hills

South Kerio Forest

Lake Bogoria National Reserve
Lake Nakuru

Lake Elementaita

Mau Narok-Mau Grasslands
Mau Forest Complex
Mau Forest Complex
Mau Narok-Mau Grasslands

Aberdare Mountains

Mukurweini Valleys

Kinangop Grasslands

Kikuyu Escarpment Forest
Kikuyu Escarpment Forest
Kikuyu Escarpment Forest

Chyulu Hills

Taita Hills
Taita Hills Forests

Takaungu
Vipingo
Kijipwa
Mtwapa
Nyali Beach
Serena Beach
Shelly Beach
Tiwi
Diani
Galu Kinondo

Shimba Hills

N
W
E
S

0
120
KM

NEC
NEC County
Kenya
EAM KBA
EAM Freshwater KBA
EAM Biodiversity Corridor
Turtle Nesting Beach
Sandy Beach
AZE
Water Tower

Geographic Coordinate System: GCS_WGS_1984
Datum: D_WGS_1984
Spheroid: WGS_1984

Project: NEC Logistics MP Kenya SEA
Client: JICA/MOTI (Kenya)
Location: Kenya

Sheet No.
3/3

NEC KEN Biological Constraints 2/2

Drawn By: CN

Checked by: NS

Date: 26Sep16

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Annex E

Stakeholder Engagement Plan (SEP)

Annex E1 Stakeholder Database
Annex E2 Meeting Minutes and Signing in Sheets
Annex E3 Photos of the Consultations
Annex E4 PowerPoint Presentations
Annex E5 Letters of Invitation
Annex E6 Background Information Document

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1 INTRODUCTION

1.1 THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. The importance of the Northern Corridor is increasing and the current combined transit and transhipment traffic through the Corridor has been growing at a rate of 20 percent annually. However, there are some obstacles in Northern Corridor, such as inadequate infrastructure, poor interconnectivity of modes, long delays (stagnation) of cargo at the port and broad post, and lack of goods to transport for the return trip from the inland area to Mombasa port. These obstacles raise the transport cost within the Corridor, which accounts for about 30% of the value of the goods. The high transport cost is one of the major obstructive factors that hinder economic development of the region, especially inland area. In addition, new Standard Gauge Railway Line and Oil Pipeline from Uganda to Kenya projects will provide significant impact to the logistics in the corridor and accordingly all the projection of freight movement should be updated in timely manner.

In this context, the Government of Uganda (GoU) requested Government of Japan (GoJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. Concurrently with this, the Government of Kenya (GOK) also requested GOJ for a project on Northern Corridor which shares same goal and outputs.

In response to the request of GOU and GOK, Japan International Cooperation Agency (JICA) dispatched "Detail Design Formulation Team for the project" in October and November, 2014. The team proposed to apply a project concept as Northern Economic Corridor, since the project should cover not only logistics but also the regional development along the Northern Corridor. The GOU and GOK agreed with the concept and signed the Record of Discussion with JICA for the implementation of the Project for Formulation of the Master Plan on Logistics in Northern Economic Corridor (hereafter the Master Plan).

Environmental Resources Management (ERM) has therefore been appointed to conduct a Strategic Environmental Assessment (SEA) for the Master Plan on Logistics in Northern Economic Corridor in Kenya. This Stakeholder Engagement Plan (SEP) therefore outlines the plan for engaging stakeholders and the public as part of the SEA process. The Plan Policy Program (PPP) Owner in Kenya is the Ministry of Transport and Infrastructure (MoTI).

Stakeholder engagement refers to a process of sharing information and knowledge, seeking to understand and respond to the concerns of and building relationships based on trust. As such, public engagement is essential for the successful implementation of the SEA and the Master Plan itself.

1.2 PURPOSE OF THE STAKEHOLDER ENGAGEMENT PLAN (SEP)

The purpose of the SEP is to ensure that a consistent, comprehensive, coordinated and culturally appropriate approach to consultation is undertaken for the SEA that fulfils all of the relevant legal and regulatory commitments. To this end the SEP:

- outlines the approach and plans to be adopted and implemented for engagement, showing how the engagement process will integrate into the rest of the SEA process;
- identifies **stakeholders** and **mechanisms** through which they will be included in the process;
- serves as a way to **document** the process; and
- identifies where there will be **requirements for MoTI** and their engagement process.

This SEP is intended to be a 'live' document and will be updated throughout the SEA process. Following completion of the SEA it is expected that this document will be updated by MoTI for subsequent phases based on the principles outlined within this Document.

1.3 STRUCTURE OF THE PLAN

The remainder of the document is structured as follows:

- **Section 2** outlines the key standards and legislation guiding engagement.
- **Section 3** outlines the approach to the engagement process.
- **Section 4** presents stakeholders identified to date.
- **Section 5** details the engagement activities undertaken to date.
- **Section 6** presents an overview of how records of the process will be kept and monitored.

1.4 OBJECTIVES OF THE STAKEHOLDER ENGAGEMENT

The objectives of engaging stakeholders during the SEA process and beyond include:

- **Ensuring understanding:** An open, inclusive and transparent process of appropriate engagement and communication will be undertaken to

ensure that stakeholders are well informed about the proposed Plan as it develops. Information will be disclosed as early and as comprehensively as possible and appropriate.

- **Involving stakeholders in the assessment:** Stakeholders will be included in the scoping of issues, the assessment of impacts, the generation of mitigation and management measures and the finalisation of the SEA report. They will also play an important role in providing local knowledge and information for the baseline to inform the impact assessment.
- **Building relationships:** Through supporting open dialogue, engagements will help establish and maintain a productive relationship between the Master Plan and stakeholders. This will support not only an effective SEA, but will also strengthen the existing relationships and build new relationships between MoTI and stakeholders.
- **Ensuring compliance:** The process is designed to ensure compliance with both local regulatory requirements and international best practice.

One of the key outcomes of engagement should be free, prior and informed consultation of stakeholders, where this can be understood to be:

- **Free**: engagement free of external manipulation or coercion and intimidation;
- **Prior**: engagement undertaken in a timely way, for example the timely disclosure of information; and
- **Informed**: engagement enabled by relevant, understandable and accessible information.

2 KEY STANDARDS AND LEGISLATION GUIDING STAKEHOLDER ENGAGEMENT

2.1 INTRODUCTION

The public engagement process has been designed to ensure compliance with Kenyan legislative requirements. This section therefore presents the relevant standards and legislation identifying the key Kenyan and international requirements for engagement.

2.2 KENYAN LEGISLATIVE REQUIREMENTS

2.2.1 The Kenyan Constitution, 2010

In the Constitution of Kenya, 2010 Part II (Environment and Natural Resources), (I) the State clearly undertakes to carry out the following:

- Ensure sustainable exploitation, utilization, management and conservation of the environment and natural resources, and ensure the equitable sharing of the accruing benefits;
- Work to achieve and maintain a tree cover of at least ten per cent of the land area of Kenya;
- Protect and enhance intellectual property in, and indigenous knowledge of, biodiversity and the genetic resources of the communities;
- Encourage public participation in the management, protection and conservation of the environment;
- Protect genetic resources and biological diversity;
- Establish systems of environmental impact assessment, environmental audit and monitoring of the environment;
- Eliminate processes and activities that are likely to endanger the environment; and
- Utilise the environment and natural resources for the benefit of the people of Kenya.

(II) "Every person has a duty to cooperate with State organs and other persons to protect and conserve the environment and ensure ecologically sustainable development and use of natural resources.

2.2.2 Environmental Legislation

The Environmental Management and Coordination Act, 1999 and 2015 Amendment

The Environment Management and Coordination Act (EMCA), 1999 is implemented by the guiding principle that every person has a right to a clean and healthy environment and can seek redress through the high court if this right has been, is likely to be or is being contravened.

Section (5) also states that "*In exercising the jurisdiction conferred upon it under subsection (3), the High Court shall be guided by the following principles of sustainable development;*
a) The principle of participation in the development of policies, plan and processes for the management of the environment;
b) The cultural and social principles traditionally applied by any community in Kenya for the management of the environment or natural resource in so far as the same are relevant and are not repugnant to justice and morality or inconsistent with any written law.

2.2.3 *The National Guidelines for SEA in Kenya, 2012*

With regards to stakeholder engagement, the relevant parts are:

Section 4.1.3 Stakeholder Identification and Participation Issues

Paragraph 1: "SEA is a participatory process that allows lead agencies, civil society, the private sector, and other relevant stakeholders that will affect or be affected by the proposed PPP to contribute inputs to strategic decision-making. Relevant regional and/or country representatives should also be included when trans-boundary impacts are anticipated" (page 28).

Section 5.2.2 Stakeholders Review

Section 5.2.2.1 Public Review: "The public generally has 30 working days (from the date of the first advertisement) to submit comments on a Plan- or Program-level SEA and 45 working days to comment on a Policy-level SEA." .

Section 5.6: Making Recommendations to Decision Makers

"Throughout the process, SEA experts, the TAC or SERC, the public, the decision makers, and other stakeholders have opportunities to shape the outcome of a SEA e.g., through the identification of issues, choice of indicators, scope of work and TORs, the selection and evaluation of proposed development options and alternatives, and the selection of mitigation measures. Similarly, the Draft and Final SEA Reports can have an important influence in key decisions and the final recommendation"

2.3 *INTERNATIONAL REQUIREMENTS*

2.3.1 *Japan International Cooperation Agency (JICA) Guidelines for Environmental and Social Considerations, 2010*

Section 2.4, *Consultation with Local Stakeholders*, states that:

- In principle, project proponents etc. consult with local stakeholders through means that induce broad public participation to a reasonable extent, in order to take into consideration the environmental and social factors in a way that is most suitable to local situations, and in order to reach an appropriate consensus. JICA assists project proponents etc. by implementing cooperation projects as needed.

- In an early stage of cooperation projects, JICA holds discussions with project proponents etc. and the two parties reach a consensus on frameworks for consultation with local stakeholders. . In order to have meaningful meetings, JICA encourages project proponents etc. to publicize in advance that they plan to consult with local stakeholders, with particular attention to directly affected people.
- In the case of Category A projects, JICA encourages project proponents etc. to consult with local stakeholders about their understanding of development needs, the likely adverse impacts on the environment and society, and the analysis of alternatives at an early stage of the project, and assists project proponents as needed.
- In the case of Category B projects, JICA encourages project proponents etc. to consult with local stakeholders when necessary.
- JICA encourages project proponents etc. to prepare minutes of their meetings after such consultations occur.

2.4 INTERNATIONAL GUIDELINES

2.4.1 Organization for Economic Co-Operation and Development (OECD), Applying Strategic Environmental Assessment, 2006

These Guidelines state that: '*SEA is a participatory process. It allows civil society, including the private sector and relevant stakeholders that will be affected by the proposed PPP, to contribute inputs to strategic decision making. Therefore, screening should include careful stakeholder analysis to identify stakeholders and prepare a communication plan to be used throughout the SEA. If the public is not used to being engaged, particularly at the strategic level, and if there are no precedents, it is critical to include an education component in the public engagement process. Active public engagement should take place from Stage 2 onwards to the review of the draft SEA report. A public engagement and disclosure plan can assist in identifying relevant stakeholder groups and appropriate communication methods. It is important to identify and engage those stakeholders who are the most exposed to environmental degradation. In general, environmental pressures tend to affect the poor and vulnerable sections of the population more seriously. To ensure that all relevant knowledge is drawn on, both women and men should be included in this process*'.

3 THE STAKEHOLDER ENGAGEMENT PROCESS

This section presents the approach to engagement that has been designed to comply with the national and international standards described in *Chapter 2*.

The SEA engagement process involves four key phases, namely:

- scoping consultation;
- baseline data gathering;
- SEA Study; and
- disclosure.

A summary of the objectives and activities for each phase is listed in *Table 3.1* below:

Table 3.1 Phases of Engagement

Phase	Objective	Key Activities	Key Outputs
Scoping Engagement	• To meet key stakeholders and introduce them to the Master Plan and SEA. • To generate feedback on the SEA Report being developed, including the scope, approach and key issues to be investigated further for the SEA. • To consult key stakeholders on the next steps in the SEA process.	• Notification and communication on the Master Plan and associated SEA through: o meetings and workshops with key stakeholders; and o dissemination of a Background Information Document (BID) and presentation describing the Master Plan.	• Engagement tools. • Record off engagement undertaken to date.
Baseline Data Gathering	• To collect baseline data through a variety of methods	• Engagement for the purposes of baseline data gathering through: o Key Informant Interviews (KII) with key stakeholders.	• Records of engagement activities undertaken to date. • Socio-economic baseline chapter of SEA.
SEA Engagement	• To provide stakeholders with updated Master Plan information. • To discuss the identified impacts and proposed mitigation measures with stakeholders.	• Meetings with key stakeholder groups including: o government departments; o County government o Vulnerable groups and civil society o NGOs o Private sector	• Draft SEA Report. • Engagement tools. • Record off engagement undertaken to date.
Disclosure	• To notify stakeholders of the submission of the final report to regulators.	• Provide the Final SEA Report to stakeholders.	• Final SEA Report.

3.1 ON-GOING ENGAGEMENT: POST SEA ENGAGEMENT

The PPP Owner is committed to continue engaging actively with stakeholders throughout the life of the Master Plan, from the current stages of planning, through implementation.

Plans and activities implemented during the SEP will therefore feed into and inform on-going stakeholder engagement, ensuring that two-way dialogue with those affected, both positively and negatively by the NEC is maintained.

The aim will be to ensure that MoTI remains in contact with all interested parties and cognisant of their concerns, and that these are addressed in an effective and timely manner. At each stage a detailed schedule of activities and events will be developed and disseminated so that people know how to interact with and participate in the Master Plan process.

4 MASTER PLAN STAKEHOLDERS

4.1 INTRODUCTION

For the purposes of this plan, a stakeholder is defined as any individual or group who is potentially affected by the Master Plan, or who has an interest in the Master Plan and its potential impacts. It is therefore important to establish which organisations, groups and individuals may be directly or indirectly affected (positively and negatively) by the Master Plan and which might have an interest in the Master Plan.

It should be noted that stakeholder identification is an on-going process, requiring regular review and updating as the Master Plan progresses.

4.2 STAKEHOLDER IDENTIFICATION AND MAPPING

In order to develop an effective SEP it is necessary to determine exactly who the stakeholders are and understand their priorities and objectives in relation to the Master Plan. By classifying and analysing the stance, influence, and interests of stakeholders it will be possible to develop an engagement approach for each stakeholder group which is tailored to meet their needs.

For the Master Plan, stakeholders have been, and will continue to be identified on an on-going basis by:

1. identifying the different categories of stakeholders who may be affected by or interested in the Master Plan; and

2. identifying specific individuals or organisations within each of these categories taking into account:

   - the geographical area over which it the Master Plan may cause impacts (both positive and negative) over its lifetime, and therefore the localities within which stakeholders could be affected; and

   - the nature of the impacts that could arise and therefore the types of government bodies, private sector and other bodies who may have an interest in these issues.

Details of individual stakeholders have been compiled in a stakeholder database (*Annex E1*). The database has been maintained throughout the SEA engagement process and is a 'living document 'which will be expanded as the Master Plan develops. In particular new stakeholders are also expected to

come to the attention of the Master Plan through continuing engagement activities, field work and unsolicited contacts made with the Master Plan.

4.3 STAKEHOLDER IDENTIFICATION

Stakeholder identification was undertaken through a brainstorming process and to guide the exercise, the following questions were asked:

- Which people/groups/institutions would be interested in the Master Plan development and implementation? What is/would be their role?
- Who are the potential beneficiaries of the NEC?
- Who might be adversely impacted? Who has constraints about the initiative?
- Who may impact the Master Plan? Who has the power to influence?

Thereafter, a list of stakeholder's organizations was developed and grouped as government, civil society, NGOs and private sector, as presented in *Table 4.1* below.

Table 4.1 List of Identified Stakeholders

Stakeholder Category	Stakeholder Group	Connection to the Master Plan	Stakeholders
Government	• Government agencies • National regulatory bodies	National Government are of primary importance in terms of establishing policy,	National Government are of primary importance in terms of establishing policy,
	• Key County Authorities	County government are also of primary importance as they are responsible for implementation of legislation, and development plans and policies at the County level	County government are also of primary importance as they are responsible for implementation of legislation, and development plans and policies at the County level
Civil Society	• Community Based Organisations • Community of Other Associations • Research and Academic Institutions	Organisations with direct interest in the Master Plan, and its social and environmental aspects and that are able to influence the Master Plan directly or through public opinion. Such organisations may also have useful data and insight and may be able to become partners to the Master Plan in areas of common interest.	Organisations with direct interest in the NEC and Master Plan, and its social and environmental aspects and that are able to influence the Master Plan directly or through public opinion. Such organisations may also have useful data and insight and may be able to become partners to the Master Plan in areas of common interest.
Non-Governmental Organisations (NGOs)	• National • Local	NGOs with direct interest in the Master Plan, and its social and environmental aspects and that are able to influence the Master Plan directly or through public opinion.	NGOs with direct interest in the NEC and Master Plan, and its social and environmental aspects and that are able to influence the Master Plan directly or through public opinion.
Private sector	• Private Sector	• Private Sector	Private Sector with direct interest in the NEC, and the impact it will have on their businesses.

The next step was to analyse the list of stakeholders to better understand their relevance and the perspective they offer, to understand their relationship to the issues and each other and, to prioritize based on their the relative usefulness for the SEA engagement. A list of criteria used to analyse each stakeholder is as follows:

- **Contribution** (value): does the stakeholder have information counsel or expertise on the issue that could be helpful to the SEA process?
- **Legitimacy**: how legitimate is the stakeholders claim for engagement?
- **Willingness to engage**: how willing is the stakeholder to engage?
- **Influence**: how much influence does the stakeholder have?
- **Necessity of involvement**: can the stakeholder derail or delegitimize the SEA process if they were not included in the engagement?

4.4 STAKEHOLDER MAPPING

4.4.1 Stakeholder Mapping

Mapping stakeholders is a visual exercise and analysis tool used to further determine which stakeholders are most useful to engage with. Mapping allows one to see where stakeholders stand when valuated by the same key criteria and compared to each other and helps to visualize the often complex interplay of issues and relationships created in then criteria chart above When developing stakeholder map, we considered the following questions:

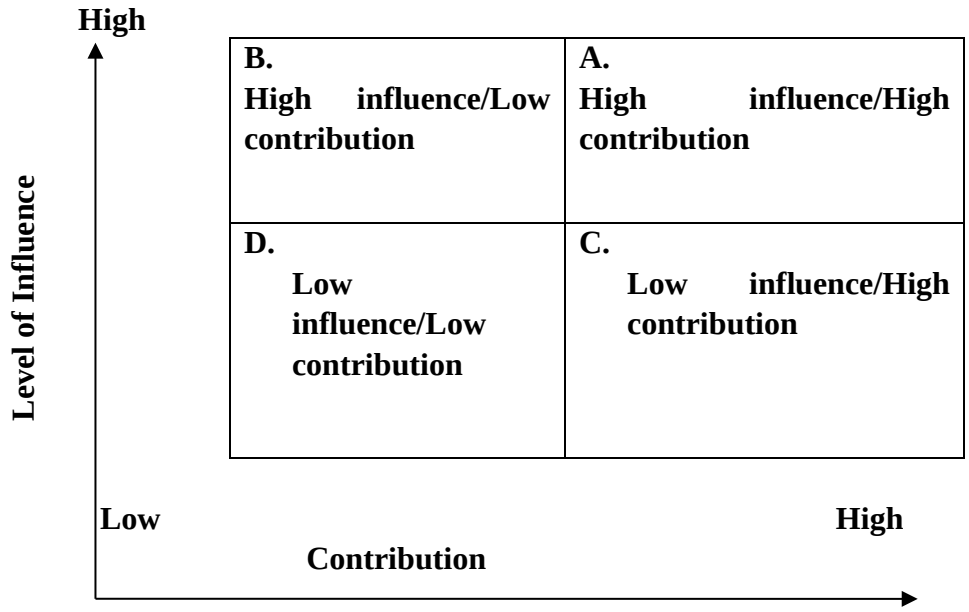
1. **What is the stakeholder's level of influence?** Level of influence refers to the stakeholder's breadth of authority and influence (direct or indirect) to the success of the SEA, including positional authority, financial power, or persuasive power over decision-makers.
2. **What is the extent of the stakeholder's potential contributions?** For example, does the stakeholder have information, expertise, or resources (current or potential) that will facilitate the development and execution of the Master Plan? What perspectives or experiences does the stakeholder bring to the conversation that is unique to his or her community?
3. **What is the stakeholder's commitment level?** What would be the organization's role in executing the Master Plan? How committed is the organization's leadership to executing the Master Plan? How will the change associated with the Master Plan affect the organization?

4.4.2 Creating a Stakeholder Map

After detailed information was gathered about the stakeholders, the next task was to create a stakeholder map. This is a visual exercise and analysis tool to help determine the extent to which different stakeholders could be engaged in the SEA process, based on their level of influence and potential contributions.

To create the stakeholder map, the SEA team classified each stakeholder as either high influence or low influence, and as either high contribution or low contribution. The stakeholders were then placed into the appropriate quadrant (group) on the stakeholder map: A, B, C, or D. Those that fell into groups B, C, and D were considered key stakeholders because they had substantial influence, could make substantial contributions to the SEA process, or both (see *Figure 4.1*).

Figure 4.1 Stakeholder Mapping



4.4.3 Stakeholder Groups

Group A (high influence, high contribution): These stakeholders appear to have a high degree of influence on the Master Plan and are of high importance to its success. Therefore, the SEA Team will create good working relationships with these stakeholders, to ensure an effective coalition of support for the SEA.

Group B (high influence, low contribution): These are stakeholders with high influence, who can affect the outcomes of the SEA, but whose interests were not necessarily aligned with the overall goals of the Master Plan.

Group C (low influence, high contribution): These stakeholders are of high importance to the success of the Master Plan, but have low influence. This implies that they require special initiatives if their interests are to be protected. Because of their substantial contributions, they can help shape the

implementation of the SEA and therefore, in some circumstances, be valued more highly than stakeholders in Group C.

Group D (low influence, low contribution): The stakeholders in this group have low influence and low importance to the Master Plan objectives. Therefore they are of low priority and require limited engagement.

4.4.4 Approaches and Methods for Engaging Stakeholders

Table 4.2 Approaches and Methods for Engaging Stakeholders

Stakeholder/Organisation	Approach	Methodology
Group A (High Influence, High Contribution)	Engage and consult regularly Involve in decision-making of: • strategic priorities, • intervention selection, and • cost estimate	• Inclusion in strategy advisory group or SEA Team consultations • Monthly progress-review meetings • Inclusion in thematic consultations • Key informant interviews, if unavailable • Consensus-building and decision-making forums
Group B (High Influence, Low Contribution)	Consult on specific areas of expertise/Contribution Proactively engage	Same as Group A, plus: One-on-one consultations
Group C (Low Influence, High Contribution	Same as Group A, plus: Work with stakeholders to ensure that expressed needs and concerns are directly reflected in the SEA	Same as Group A, plus: • Dedicated stakeholder consultation during situational analysis to gather stakeholder input • Solicitation of recommendations for interventions • Review of planned intervention

5 STAKEHOLDER ENGAGEMENT CONDUCTED TO DATE

This section provides a review of the engagement activities conducted during the Scoping and SEA engagement phases, as well as a summary of the key outcomes.

The objective of engagement was to:

- introduce the Master Plan and PPP Owner,
- introduce the SEA including the stakeholder engagement team and outline the objectives of the SEA and stakeholder engagement process;
- consult stakeholders on the next steps in the SEA process; and
- understand stakeholders concerns regarding the NEC Master Plan as well as opportunities for stakeholders to work with the Master Plan.

5.1 ENGAGEMENT ACTIVITIES

Stakeholder Meetings were carried out in Mombasa, Nairobi, Nakuru, Kisumu and Malaba at both the Scoping and SEA Study stages (see *Table 5.1* and *Table 5.2*).

It is important to note that since the coverage area of the Master Plan is so extensive:

- the target participants was limited to high level officials, and
- the places where the stakeholder meetings were conducted was limited to major cities/towns along the Corridor, namely Nairobi, Mombasa, Nakuru, Kisumu and Malaba, as agreed in consultative meetings between NEMA/JST/MoTI.

Additional documentation related to these meetings is contained in the following Annexures to this SEP:

- *Annex E2* - Minutes of these Stakeholder Meetings,
- *Annex E3* - Photographs from the Consultative Meetings,
- *Annex E4* - PowerPoint Presentations,
- *Annex E5* – Invitation Letters to the Stakeholder Meetings,
- *Annex E6* – Background Information Document (BID)

Table 5.1 Stakeholder Meetings at the Scoping Stage

Date	Location	Venue	Attendees
02nd November 2015	Nairobi	Silver Springs Hotel	JICA, various Government Ministries, , PIEA, LAPSSET Authority, KURA, Traffic Police, NEMA, KPC, SP Advisory, Toyota Tsusho East Africa Ltd, KIFWA, KURA, KeNHA, KeRRA
04th November 2015	Mombasa	Best Western Creekside Hotel	Ministry of Lands, KIFWA, KPRL, NCTTCA, KPA
06th November 2015	Nakuru	Merica Hotel	Ministry of Industrialisation, NEMA, KAM, Ministry of Labour, Social Security and Services, County Government of Nakuru
09th November 2015	Kisumu	Imperial Hotel	Ministry of Energy, NEMA, KeNHA and Lake Victoria Basin Development Authority
09th November 2015	Kisumu	Kisumu County Government Offices	Kisumu County Government CEC- Information Communication and Technology
10th November 2015	Kisumu	Kenya Association of Manufacturers (KAM) Offices in Kisumu	KAM Western and Nyanza Region and the Kenya National Chambers of Commerce and Industry (KNCCI)-Western and Nyanza Region
10th November 2015	Kisumu	County Government Offices, City Hall, Kisumu	Kisumu County Government City Planner
10th November 2015	Kisumu	Kisumu County Government Offices	Kisumu County Government CEC- Industrialisation
10th November 2015	Kisumu	Tom Mboya Labour College, Kisumu City	Government Officials from Busia County
11th November 2015	Malaba	Hotel Lavantes	Sub County Officers - Busia County, Kenya Urban Roads Authority (KURA), Kenya National Highways Authority (KeNHA), Kenya National Chambers of Commerce and Industry (KNCCI), NEMA, Customs and Revenue Business Owners Association, Amagoro Motor Cycle Boda-Boda Association, Community of Malaba.

Table 5.2 Stakeholder Meetings at the SEA Study Stage

Date	Location	Venue	Attendees
04th May 2016	Kisumu	Imperial Hotel	MoTI, JST, KeNHA, LBDA, NIB, Maseno University, NEMA, KMFRI, AFFA
06th May 2016	Malaba	Hotel Lavantes	MoTI, JST, County Government of Busia, KeRRA, Ministry of Agriculture, Livestock and Fisheries, FOPPS SACCO, Immigration Malaba Border. KeNHA, KeRRA, NEMA
09th May 2016	Mombasa	Best Western Creekside Hotel	MoTI, JST, Immigration Department, CORDIO East Africa, Coast Water Services Board, KPRL, KMA, NEMA, KeRRA, KNCC, KFS, NCTTCA
11th May 2016	Nakuru	Merica Hotel	MoTI, JST, KeNHA, MOEID, Department of Immigration, KeRRA, Egerton University, NEMA
13th May 2016	Nairobi	Silver Springs Hotel	MoTI, JST, KARA, AFIPEK, Kenya Water Institute, JICA Kenya, FEAFFA, KWS, PIEA, Green Belt Movement, LAPSSET, KeRRA, Nature Kenya. RVR, Kenya Pipeline Company, KNCCI, KFWG, Transport Union, National Museums of Kenya
01st September 2016	Nairobi	CS Board Room, Works Building, MoTI	Principal Secretary (PS) Representatives from the following State Departments: Planning and Statistics, Water, Devolution, Public Work, MoTI, JST
22nd September 2016	Nairobi	Panafric Hotel	Representative from the Council of Governors, Ministry of Devolution and Planning, MoTI, JST.

5.2 KEY OUTCOMES

The key questions and concerns raised by stakeholders during the stakeholder engagement are outlined in *Table 5.3* below

Table 5.3 Outcomes of Scoping and SEA Engagement

Main Issues Identified by Stakeholders	Specific Concerns Raised by Stakeholders
Alignment with other PPPs	• If the Consultants would review relevant documents such o The ongoing studies being carried out by the Public Private Partnership of the Northern Corridor, o Northern Corridor Infrastructure Master Plan, o County/Regional Development Plans , o Green Port Policy o Ports Master Plan o Kisumu County Integrated Sustainable Urban Development Plan (ISUP) • Whether there would be coordination with Norther Corridor Transit and Transport Coordination Authority (NCTTCA) • If the Master Plan was going to include the ongoing expansion of the Mombasa Port
Exclusion of important aspects	• Security within the NEC had not been not considered
Sustainability of the Master Plan	• Stakeholders felt that 30 year timeframe of the Master Plan was too short
Land acquisition and resettlement	• If the Master Plan would address compensation/encroachment issues as the Authorities have had challenges in acquiring land to expand e.g., roads and border posts • If the Master Plan would develop a Land Bank
Legal Framework	• Whether the SEA would harmonise Country laws and regulations
Stakeholder Engagement	• Include the following Stakeholders in Mombasa: Kenya Pipeline Corporation, National Oil Corporation, Cross Boarders and Traders Association, County Commissioners, and Ports Secretariat/Committee • More engagement with representation from NGOs. CBOS, Resident Associations • The SEA should include representation from the rural population in between the major towns along the NEC • The Counties around the Lake Victoria have formed a common economic block that looks at shared resources and coordinated developments in the region.
Situational Analysis	• The Master Plan Situational Analysis should discuss the impact of the NEC on people and improving the quality of life
Energy	• Whether an analysis of the different sources of energy (renewables) could be considered in the Master Plan

Main Issues Identified by Stakeholders	Specific Concerns Raised by Stakeholders
Implementation of the Master Plan	• The County Governments should be involved as major stakeholders • The implementation budget of the different projects along the NEC should be linked to the Master Plan • The NEMA licences of the projects developed under the NEC should have a legal bond to the projects' implementation
PPP Ownership	• That MoTI should have attended the Stakeholder Meetings as the PPP Owner
Challenges in the Counties	• In Kisumu: o Lack of resources to connect and utilise the ICT infrastructure/ network. o The County is pushing for ICT to be a core subject in Schools so as to reach the rural as well as urban areas in the County as well as increase connectivity
Health and Safety	• The NEC Master Plan should ensure that HIV/AIDS awareness is communicated • Road safety awareness creation should be incorporated into the Master Plan • The SEA should consider issues along the corridor such as communicable diseases, health, crime, social interests that will come about due to developments from the NEC
Gender	• That gender issues should be integrated into the Master Plan
Environmental impacts	• The corridor will cross the Sio Sitiko Wetland within the County. The wetland is important to the ecology of the area. • All environmental issues along the corridor should be highlighted in the SEA to ensure that mitigation measures are proposed early.
Disaster Risk management	• Some Counties (like Busia) have conducted a risks and hazard mapping on disaster management and the information is available online
Development/planning	• What plans does the Master plan have for the towns along the corridor as space is a challenge in towns like Busia do not have service infrastructure • The Master Plan should have an urban planning aspect that looks at the impact on land use along the corridor in the small towns as well as at the border towns- Malaba and Busia. • The towns along the NEC ought to be well planned. Planning will ensure that the towns are zoned and hence investors shall be well informed on what to invest

Main Issues Identified by Stakeholders	Specific Concerns Raised by Stakeholders
Cultural Heritage	• The SEA should highlight on issues touching on preservation of the people's cultural heritage (and also natural resources protection areas)

5.3 *WEBSITE*

A website for the purpose of information disclosure of the activities related to SEA was also developed. The website has been used for the advertisement of events such as stakeholder meetings but also reports and documents related to the Master Plan and SEA are kept there for download and review by the public. This website is hosted on the server of the MoTI and as such will continue to be updated after the SEA study by the Ministry. The address for the website is: http://www.transport.go.ke/Projects.html

5.4 *BASELINE PHASE ENGAGEMENT*

Baseline data gathering was conducted in April and May 2016. Although the primary purpose of this phase was to gather data for the social baseline, it also involved engagement with stakeholders. This provided stakeholders an opportunity to provide feedback or ask any questions regarding the NEC Master Plan. The interviews were held one on one between Stakeholders and individual SEA team members.

6 NEXT STEPS IN THE STAKEHOLDER ENGAGEMENT

6.1 DISCLOSURE

The objective of consultation at this stage is to close out the stakeholder engagement process and generate 'sign-off' by the Stakeholders on their position in response to the proposed Master Plan as well verifying the engagement process undertaken. Therefore a validation workshop will be held in Nairobi at a date to be confirmed. During this phase of engagement the final SEA will also submitted to NEMA for approval.

7 *MONITORING AND REPORTING*

It will be important to monitor and report on the ongoing stakeholder engagement efforts to ensure that the desired outcomes are being achieved, and to maintain a comprehensive record of engagement activities and issues raised.

As part of the SEP the following has been recorded:

- Updates to the stakeholder database; and
- Records of all consultations held.

These records and outputs are appended to the SEA report and will be updated as the Master Plan progresses and further phases of engagement are undertaken.

Annex E1

Stakeholder Database

Table 1: Nairobi Stakeholders

	Organisation	Representative	Contacts/Comments
1.	Ministry of Transport and Infrastructure	Eng Francis Gitau	Proponent
2.	Ministry of Energy and Petroleum	Principal Secretary: Mr. Joseph Njoroge	Nyayo House, Kenyatta Avenue, Nairobi P. O. Box 30582 Kenya E-mail: info@energy.go.ke Telephone : 020 310112
3.	Ministry of Industrialization and Enterprise Development	Principal Secretary: Dr. Wilson Songa	Email: ps@industrialization.go.ke Telephone :020 2731531
4.	Ministry of Environment, Water and Natural Resource	Principal Secretary Mr. Richard Lesiyampe (Environment)	NHIF Building, 12th Floor, Ragati Road, Upper hill, P.O BOX 30126-00100, Nairobi, Kenya Email: psoffice@environment.go.ke Telephone :020 2730808
5.	Ministry of Environment, Water and Natural Resource	Principal Secretary: Mr. James Teko Lopoyetum (Water)	NHIF Building, 12th Floor, Ragati Road, Upper hill, P.O BOX 30126-00100 Nairobi, Kenya Email: psoffice@environment.go.ke Telephone :020 2730808
6.	Ministry of Devolution and Planning	Principal Secretary: Ms Mwanamaka Amani Mabruki (Devolution)	P. O. Box 30005 – 00100, Nairobi, Kenya Telephone: 2252299 info@devolutionplanning.go.ke cs@devolutionplanning.go.ke psdevolution@devolutionplanning.go.ke psplanning@devolutionplanning.go.ke
7.	Ministry of Land, Housing and Urban Development	Principal Secretary: Ms. Mariamu El Maawy	1st Ngong Avenue. P.O. Box 30450-00100. Nairobi, Kenya. Telephone :020 2721248
8.	Ministry of East Africa Affairs, Commerce, and Tourism	Principal Secretary: Mr. John Konchella (East African Community)	State Department of East African Affairs, Cooperative Bank House Building Haile Selassie Avenue, P.O. Box 8846 – 00200, Nairobi, Kenya E-mail: ps@meac.go.ke Telephone: +254 20 2245741 / +254 20 2211614 Contact Person : cngunjiri@meac.go.ke
9.	Ministry of Labour, Social Security and Services	Directorate of Occupation Safety and Health Services	Bishops Road, Social Security House, P.O. Box 40326 - 00100, Nairobi Telephone: +254 (0) 2729800 Email: principalsecretary@labour.go.ke. or info@labour.go.ke

	Organisation	Representative	Contacts/Comments
10.	NEMA	Ms Oceanic Sakwa, SEA Section	The Director General, National Environmental Management Authority (NEMA), Popo Road, off Mombasa Road, P.O. Box 67839-00200, NAIROBI. Email: dgnema@nema.go.ke Nairobi : 0724253398 Nakuru : 0722863734 Kisumu : 0722261767
11.	NEMA	Ms Veronica W Maina, SEA Section	The Director General, National Environmental Management Authority (NEMA), Popo Road, off Mombasa Road, P.O. Box 67839-00200, NAIROBI. Email: dgnema@nema.go.ke
12.	Kenya Urban Roads Authority (KURA)	Ag. Director General	IKM Place, 5th Ngong Avenue, P.O Box 41727 – 00100, Nairobi- Tel: 254- 020 -8013844 / 0770474464 Email: info@KURA.go.ke / nyanza@kura.go.ke
13.	Kenya National Highways Authority (KeNHA)	Director General	BlueShield Towers, Hospital Road, Upper Hill. P.O. Box 49712 - 00100 Nairobi. Kenya. Tel: +254 2989000|+254 020 8013842 | 020 4954000 |Cell: +254 0731 330336 | 0700 423606 Email: dg@kenha.co.ke
14.	Kenya Rural Roads Authority (KeRRA)	Director General	Blueshield Towers, Upperhill, 6th Floor, P.0. Box 48151-00100, Nairobi. Kenya. Email: kerra@kerra.go.ke Telephone : 0724 735568 / 020 8013846
15.	Kenya Pipeline Corporation Ltd(KPC)	Managing Director	P.O.Box 73442 - 00200, Kenya Email: info@kpc.co.ke Telephone 0722207667 / 0202606500
16.	Kenya Railways Corporation	Mr. Atanas Maina Managing Director	P.O Box 30121 – 00100 Nairobi Tel: 070990700, 0728603881/2, 0708572574, 0708571587 E-mail: info@krc.co.ke, contact @krc.co.ke
17.	Rift Valley Railway	Managing Director	Rift Valley Railways (Kenya & Uganda) Ltd Nairobi: Railway Headquarters, Moi Avenue. P.O. Box 62502 - 00200, Tel: +254 20 2044476 - 80 Fax: +254 20 202214037. Nairobi (K) E-mail: info@rvr.co.ke

	Organisation	Representative	Contacts/Comments
18.	LAPSSET Corridor Development Authority	The Director General/Chief Executive Officer	LAPSSET Corridor Development Authority Chester House, 2nd Floor, Koinange Street P.O Box 45008-00100 Nairobi, KENYA. TELEPHONE: 020-2218968 Email: (skasuku@lapsset.go.ke)
19.	National Museums of Kenya	The Director General	Museum Hill, P.O. BOX 40658 Nairobi, Kenya, 00100 Email: publicrelations@museums.or.ke Tel: +254-20-8164134/35/36, +254 20 3742131/4
20.	Kenya Alliance of Residents Association (KARA)	CEO, Mr. Stephen Mutoro	Tel: 0202341515 Tel. 254-20-3874331, 3873828, 2341515 Fax: 254-20-3862872 Cell phones: 0725983445; 0772700007; 0733779585 E-mail: info@kara.or.ke , kara@eafra.net Website: www.kara.or.ke
21.	Water Resources Management Authority (WRMA)	CEO	NHIF Building 9th Floor Wing B P. O. Box 45250 - 00100 Nairobi, Kenya Email: wrma@wrma.or.ke Tel: 254-20-2729946 / 2729048 / 9
22.	Kenya Revenue Authority (KRA)	Mr. John Njiraini, MBS Commissioner General Beatrice Memo (Ms) Commissioner of Customs Services	P. O. Box 48240 -00100 Tel: +254 20 2817104/ +254 20 310900 Nairobi, KENYA E-mail: cic@kra.go.ke, Tel. +254-20-2817001, Customs Services Department 12th Floor, Times Tower Building Haile Selassie Avenue Email - Beatrice.Memo@kra.go.ke
23.	Consumers Federation of Kenya (COFEK)	The Secretary General	P.O Box 28053-00200 City Square Nairobi - Kenya Email: hotline@cofek.co.ke Phone: 254-20- 3861719,020 2615496 Mobile: 0715555550, 0736965590, 0770700007 http://www.cofek.co.ke

	Organisation	Representative	Contacts/Comments
24.	Kenya Association of Manufacturers	Chief Executive Officer Ms. Phyllis Wakiaga	PO Box 30225 - 00100 GPO, Nairobi KAM House, Peponi, Mwanzi Road Cell: +254 722 201 368, 734 646 004/5 Email: info@kam.co.ke
25.	Kenya Private Sector (Alliance KEPSA)	Carole Kariuki, CEO	Kenya Private Sector Alliance | 5th Flr, Shelter Afrique Building, Mamlaka Rd, P.O. Box 3556-00100 Nairobi, Kenya Office: +254 20 2730371/2/2727936 | Fax: +254 20 2730374 Email: info@kepsa.or.ke
26.	Kenya National Chamber of Commerce and Industry	Transport and Communications Committee	+254 20 240 2833, info@kenyachamber.or.ke Heritan House, Ground Floor, Woodlands Road, Off Argwings Kodhek Road, Opposite Department Of Defence HQs, Hurlingham. P.O Box 47024-00200, Nairobi, Kenya
27.	Nairobi City County	Dr. Evans Kidero, Governor, Nairobi City County	ekidero@nairobi.go.ke or info@nairobi.go.ke Telephone : 020 22228221
		Roads, Public Works and Infrastructure	Roads, Public Works and Infrastructure: City Hall, 1st Floor, City Hall Annex 2nd Floor Telephone: 0720941496, christineogut@nairobi.go.ke, info@nairobi.go.ke
		Department of Lands, Housing and Physical Planning	Lands, Housing, Physical Planning: Physical Location: City Hall, 2nd Floor Telephone :0202177264, Email address: rickodongo@nairobi.go.ke
28.	Kenya Wildlife Services	Director General	Kenya Wildlife Service P.O. Box 40241 - 00100 Nairobi Kenya Tel: +254 (20) 2379407, +254 (20) 2379408 Email: kws@kws.go.ke
29.	Kenya Airports Authority	Ag. Managing Director	P.O BOX 19001-00501 , Nairobi, Kenya E-mail: info@kaa.go.ke Telephone: 254-02-6611000, 6612000, 822111 Mobile Phone Number: 0722205061/2/3/4/5/6/7/8
30.	Petroleum Institute of Kenya		Telephone: 2249081/ 313046/ 0722221120 Email: admin@petroleum.co.ke

	Organisation	Representative	Contacts/Comments
31.	Transport & Allied Workers Union	General Secretary	NACICO Plaza, 3rd Floor P.O. Box 45171 – 00100 NAIROBI 0724476264 ktawu@yahoo.com
32.	National Transport and Safety Authority (NTSA)	Mr Francis Meja – Director General.	National Transport and Safety Authority Hill Park Building; Upper Hill Nairobi Kenya P.O Box 3206 -00506 Nairobi Safaricom: 0709 932 000 Telkom: 020 6632 000 Email: info@ntsa.go.ke
33.	Kenya Tourism Federation		Members are: Kenya Association of Air Operators, Kenya Association of Travel Agencies, Eco-Tourism Society of Kenya, Mombasa & Coast Tourism Association, Kenya Association of Hotel Keepers& Caterers, Kenya Association of Tour Operators Email: comms@ktf.co.ke P.O Box 15013 – 00509 Nairobi, Kenya Wireless: +254 (0)20 8001000 Cell: +254 (0)722 074 564 5 / +254 (0)738 617 499
34.	Kenya International Freight and Warehousing Association	KIFWA Secretariat	KIFWA HEAD OFFICE: K.P.A ICD (Embakasi) Agents Block (Ground Flr). P.o.Box 57969,00200 Contact No : Tel: +254 20 2026188, Fax : +254 20 2026188 Email: info@kifwa.co.ke
35.	Kenya National Farmers' Federation (KENAFF)	CEO	Farmers' Conference Centre, Along Thogoto Mutarakwa Road P. O Box 43148-00100, Nairobi Tel: +254 20 2180608 or KSL +254 20 2180648 or Mobile: +254 723903957 Email: farmers(at)kenaff.org, Website: www.kenaff.org
36.	Kenya Flower Council		Suite 12, 4th Floor, The Greenhouse Building, Adams Arcade, along Ngong Road Tel: (254) (0)20 2679268 Mobile: (254) (0)733 639 523 Email: info@kenyaflowercouncil.org
37.	Kenya Ports Authority (KPA)	The Manager, Inland Container Depots,	P.O. Box 20072,00200 Tel: 254 020 6931000/3540224/79 Fax: 254 020 3502101/823614 Email : micd@kpa.co.ke

	Organisation	Representative	Contacts/Comments
38.	Matatu Owners Association (MOA)	Chairman	Tumaini House - 4th Floor Address: P.O. Box 2462-KNH Tel: 020-2605222 Email: moakenya2003@yahoo.co.uk Website: http://www.matatuowners.com/
39.	Ministry of Internal Security	Traffic department/Roadblocks manning personnel	Office of the Inspector General Taifa Road, Jogoo House "A" 4th Floor P.O Box 44249-00100 Nairobi, Kenya Tel:+254 20 2221969 http://www.nationalpolice.go.ke/
40.	JICA Kenya Office	Kenji Yokata – Representative Dr. Steve N. Mogere- Infrastructure and Evaluation Advisor ODA Loans, Grant Aid and Technical Corporation	PO Box 50572-00200, Nairobi, Kenya Email: StephenMogere.KY@jica.go.jp Email Yokata.Kenji@jica.go.jp

Table 2: Mombasa Stakeholders

	Organisation	Representative	Contacts/Comments
1.	Nos 1-14 above	with representation in Mombasa	Same letter, but inviting Regional Representatives to Mombasa
2.	Kenya Maritime Authority		Landline : 041-2318398/9 Wireless : 020-2381204, 020-2381203/4 Mobile : 0724-319344, 0733-221322 Email : info@kma.go.ke
3.	Kenya Petroleum Refineries Limited	Stephen Mbui Ag.CEO/CFO	P. O. 90401 - 80100, GPO Mombasa - Kenya, Tel: (+254) 41 3433 511, Cell: (+254) 0724 257102 / (+254) 0733 401640 Email: refinery@kprl.co.ke
4.	Country Government of Mombasa	Hon. Ali Hassan Joho, Governor Mombasa County Department of Lands, Housing and Physical Planning	Email: info@mombasa.go.ke Mombasa County Government Headquarters Annex Wing, 4th Floor of Bima House , Mombasa Town. P.O. Box is 81599-80100. Telephone : 0721 328829
5.	Mombasa Dockworkers ' Union		P O Box 98207, Mombasa, Tel: +254(0)41 491733 / 491 427 Fax: +254(0)41 23 00 01
6.	Bandari College	The Principal	P.O. BOX 99469-80107 Mombasa, , Kenya The Head Of Bandari College P.O. Box 99469- Email: psoffice@environment.go.ke Telephone :020 273080880107, Mombasa. Tel: Off: +254 041 2112999/ 2113999 Fax: +254 041 2315398 Email: college@ kpa.co.ke Website www.kpa.co.ke
7.	Kenya International Freight and Warehousing Association	KIFWA Secretariat	OSHWAL HOUSE 3rd Floor Moi Avenue, Mombasa Kenya P.O. Box. 9970880107 Tel: +254 706 217445 Email: infomsa@kifwa.co.ke
8.	Kenya Marine and Fisheries Research Institute (KMFRI)	The Director	Kenya Marine and Fisheries Research Institute, Headquarter & Mombasa Station P.O. Box 81651 080100, Mombasa, KENYA Tel: +254 (041)475151/4 Email: director@kmfri.co.ke

	Organisation	Representative	Contacts/Comments
9.	Coast Development Authority	Managing Director	P.O. Box 1322 - 80100 – Mombasa, Telephone: +254-41-2224406 Website: http://www.regional-dev.go.ke/cda E-mail: cda@cdakenya.org
10.	Water Services Board	Ag. Chief Executive Officer – David Kanui	P.O BOX 90417 – 80100, Phone: 041-2315230 | 041 –2317066 Email: info@cwsb.go.ke Telephone : 041 2315230
11.	Kenya Transporters Association Ltd	CEO	Sea View Plaza, Mama Ngina Drive, Kizingo, Mombasa. (Near Nakumatt Likoni) Mbaraki Road, Mombasa KENYA Tel: 0786 81 58 78, 0707 81 58 78 Email: info@kta.co.ke
12.	Kenya Ports Authority (KPA)	Managing Director	P.O. Box 95009-80104 Mombasa Tel: 254-41-2112999 Email: customerfeedback@kpa.co.ke
13.	Northern Corridor Transit & Transport Coordination Authority (NCTTA)	The Permanent Secretariat of the Northern Corridor Transit and Transport Co-ordination Authority	House 1196, Links Road, Nyali P O Box 34068, Post - Code 80118 Mombasa, Kenya Phone: +254 41 4470734 / +254 729 923574 Email: ttca@ttcanc.org Webmail: www.ttcanc.org

Table 3: Nakuru Stakeholders

Organisation	Representative	Contacts/Comments
As above 1-14 (Nairobi) with representation in Nakuru		
National Cereals And Produce Board (NCPB)	South Rift Regional Office Regional Manager, Geoffrey Omuga	Tel: 051 2212420, email: southrift@ncpb.co.ke Website: http://www.ncpb.co.ke/index.php?option=com_content&task=view&id=15&Itemid=27
Pyrethrum Board of Kenya	CEO	P.O. Box 420, Nakuru, Kenya Tel: (254) 51 2211567 / Fax: 2210466 Email: marketing@kenya-pyrethrum.com or pbk@kenya-pyrethrum.com
Kenya Timber Manufacturers Association	Mr Samuel Gitonga Mr. John Kamau	P.O Box 30225 - 00100 GPO, Nairobi KAM House, Peponi, Mwanzi Road Cell: +254 722 201 368, 734 646 004/5 Wireless: +254 020 8155531/2, 020 2324817/8 Fax: +254 (020) 202166658 Email: info@kam.co.ke Mr. John Kamau Chapter Officer KAM Nakuru Chapter Vickers House, 1st Floor Room F12, Nakuru Town Tel: 0713-336631 Email: John.kamau@kam.co.ke
County Government of Nakuru	Hon Kinuthia Mbugua, Governor	P.O. Box 2870-20100, Nakuru TEL: 0770-096861, (051)2216379/80, (051)2214142
	Department of Lands, Housing and Physical Planning	Email : richrop66@yahoo.com Telephone : 0722428683
	Roads, Public Works and Transport	
Lake Naivasha Friends of Environment	Chairman	PO Box 1557-20117 Naivasha, Naivasha, Kenya Tel::+254-502020433
Friends of Lake Nakuru	Chairman John Ochieng Brodrick	Lake Nakuru National Park, P.O box 561, Nakuru Email: nabicon01@yahoo.com Tel: 0724490236
Kenya Association of Manufacturers, Nakuru	John Kamau	Email: john.kamau@kam.co.ke

Table 4: Kisumu Stakeholders

	Organisation	Representative	Contacts/Comments
1.	As above 1-14 (Nairobi) with representation in Kisumu		
2.	CECM-Communication, Information and Technology	Hon. Michael Onyango	Email: michael.onyango@kisumu.go.ke
3.	Kenya Marine and Fisheries Research Institute/ Lake Victoria Fisheries Organisation	Centre Director, Dr. Jembe Tsuma	Kisumu Research Center P.O. Box 1881, Kisumu, 40100, Tel: +254 (0) 20 2056977 Wireless: +254 (020) 8021560/1 , Fax: +254 (041) 475157 Email: director@kmfri.co.ke
4.	County Government	H.E Jack Ranguma, Governor, Kisumu County	Governor's Office: 057-2025366, County Secretary's Office: 057-2025377 Email: info@kisumu.go.ke
5.	Kenya Ports Authority	The Depot Manager Inland Container Depot	P.O. Box 4487-401403 Kisumu Tel: 254 057 2028054 micd@kpa.co.ke
6.	Lake Victoria Basin Commission	Charles-Martin Jjuuko, Communications and Development Awareness Officer, Lake Victoria Basin Commission; Tel: +254 726 760127, Email: jjuuko@lvbcsec.org	Lake Victoria Basin Commission, East African Community, 6th Floor Reinsurance Plaza Oginga Odinga Street, P.O Box 1510,Kisumu Phone: +254-57-2026344/2023873/2023894 okoth@lvbcom.org ; pheconfeence@lvbcom.org , lvemp2@lvbcom.org
7.	Lake Victoria South Water Services Board(LVSWSB)	Eng. Moses Agumba - Chief Executive Officer	Off Ring road Milimani, Lavictors House, Kisumu, Kenya +254 57 2025128, info@lvswaterboard.go.ke
8.	Kenya Sugar Board		Kisumu Office, Al - Imran Plaza, Oginga Odinga Street, P.O Box 1681, 40100, Kisumu, Kenya, Tel: +254 57 2020749/ 50, Mobile: +254 723 248079, 733 202001 info@kenyasugar.co.ke
9.	National Cereals And Produce Board (NCPB)	Lake/Western Regional Office Regional Office: Mr. Lameck Oyugi	Regional Manager 057 2022364/2024889, Email address: western@ncpb.co.ke
10.	Friends of Lake Victoria (Osienala)-Kisumu-	Dr. Obiero Ong'ang'a, Executive Director	Lave Victoria Center for research and Development – Dunga Beach PO Box 4590-40103 Kisumu Tel: + 254-203588681 Email: osienala@osienala.org Website: http://www.osienala.org/
11.	Lake Basin Development Authority	Managing Director	P. O. Box 1516-40100 Kisumu Tel. 254-020-2023414 | Mobile 0715682555 / 0735711933 Email: info@lbda.co.ke http://www.lbda.co.ke/
12.	National Irrigation Board	The Scheme Manager, Ahero Irrigation scheme	P.O Box 1010, Kisumu Tel: 0202584822 E-mail: aheroscheme@nib.or.ke

Table 5: Malaba Stakeholders

	Organisation	Representative	Comments
1.	As above 1-14 (Nairobi) with representation in Malaba		
2.	County Government of Busia	H.E Sospeter Odeke Ojaamong, Governor	Busia County, Private Bag, Busia Email: info@busiacounty.go.ke TEL: 0715404040
3.	Ministry of Immigration	Department of Immigration Services	Nyayo House 9th floor, Kenyatta Avenue/Uhuru Highway P.O Box 30191, 00100 Nairobi. Tel: +254-20-2222022, +254-20-2217544, +254-20-2218833 Email; dis@immigration.go.ke

Annex E2

Meeting Minutes and Signing in Sheets

ERM

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PO Box 100798-00101 | Nairobi | Kenya

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA Study Team / MoTI		
PROJECT	SEA Master Plan Logistics Northern Economic Corridor		
DATE	2nd November 2015		
VENUE	Silver Springs Hotel.		
TIME STARTED	9am	TIME ENDED	1pm

Name	Organisation	Designation	Email Address	ID No	Signature
Muthoni Koinange	SP Advisory	Managing Consultant.	m.koinange@spadvisory.co.ke	21235294	
Janet Odera	Toyota Tsusho	Senior Manager	janet.odera@ttea.co.ke		
Ryosuke OGAWA	JICA Study Team		ogawa-ry@n-koei.jp	TL0056006	
Geoffrey Okeyo	JICA Study Team		geoffreyokeyo@gmail.com	22403123	
Thomas N. Ndola	Ministry of Mining	SPSG	tndola@yahoo.com	3496228	
Naoki FUJITA	Toyota Tsusho	Assit - GM	~~naoki~~ fujita@ttea.co.ke	TR2378490	
Walter Nyatwanga	KeNHA	Manager, E&SI	w.nyatwanga@kenha.co.ke	13479794	
GEOFFREY NJOROJE	ERM	Urban planner	ecoplankenya@yahoo.com	7467984	
Silas Kwanyike	ERM	Environmentalist	skwanyike@gmail.com	21660065	
PHILIP O. WANDERA	ERM	Socio Economist	wanderapo12@gmail.com	5137158	
SYLVIA MJANE.	~~ERM HORIZONS~~	TRANSPORT	sylvia.njane@gmail.com	22295219	
JOSEPH O. MOMANYI	PIEA	Schl/Tech. Mgr.	manager.school@petroleum.co.ke	21353010	
RAYMOND BEN OGALO	LAPSSET	Physical Planner	raymondbeno@gmail.com	27147340	
Simon M. Kibachio	Ministry of Water & Imgation	~~Water~~ Engineer	Simonmwas@yahoo.com	14627598	

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA Study Team / MOTI		
PROJECT	SEA Master Plan Logistics Northern Economic Corridor		
DATE	2nd November 2015		
VENUE	Silver Springs Hotel.		
TIME STARTED	9am	**TIME ENDED**	1pm

Name	Organisation	Designation	Email Address	ID No	Signature
Cesare N. Mbaria	MOLHUD	DES	cesarembaria@gmail.com	2931048	
Philip K.A. Chirchir	TRAFFIC	SSP	axleloadenforcementunit@gmail.com	3269292	
Paul Ndungu	MoLHUD	S.L.S	paulndungu1@yahoo.com	10453629	
K. Kilonzo	KIFWA	E.O	mando@kipa.co.ke	2355958	
JEMIMAH MBAE	MOTI	ECONOMIST	Mbae966@gmail.com	23959823	
ANDERSON KOWOKWA	MOTI	ECONOMIST	andersonmwendwa@gmail.com	28541102	
ALFRED KITOLO	SDEAA	DIRECTOR	akmulwa@yahoo.co.uk	3509940	
Kenji Yokota	JICA	Representative	Yokota.kenji@jica.go.jp	0716725069	
Margaret Gandi	KPA	"	mgandi@kpa.co.ke	0722359785	
DAVID OCHIEL	MOLHUD	ADJ/HRD	dwochiel@gmail.com	0733620452	
NICHOLAS OWINO	MOLHUD	P/VALUER	nickowino@rocketmail.com	0721374382	
Simon Aleke.	MOLED	ADI	sdubisa@yahoo.co.uk.	030117	
Kennedy Wafula	KURA	C-ENV	kwafula@kura.go.ke	2093786	

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA Study Team / MoTI		
PROJECT	SEA Master Plan logistics Northern Economic Corridor		
DATE	2nd November 2015		
VENUE	Silver Springs Hotel		
TIME STARTED	9am	**TIME ENDED**	1pm

Name	Organisation	Designation	Email Address	ID No	Signature
Mugendi G. Mbae	Ms Ltd	Co Physical Planner	ekm5004@gmail.com	22067756	
Eng. Lucy Kaniki	KPC	Senior Engineer	lucy.kaniki@kpc.co.ke	11524058	
Oceanic Sakwa	NEMA	Complan Officer	osakwa@nema.go.ke	10088547	
Simon B. Lukeu	KRA	OM	Simon.lukeu@kra.go.ke	A127925	
HARON ATIME	NORICEN	Environmentalist	haron@noricen.co.ke	23000915	
Wanjiku Githinji	ERM	Consultant	wanjiku.githinji@erm.com		
Evangeline Njeru	KeRRA	Environmentalist	evangeline.njeru@kerra.go.ke	22762412	
Dr. Steve Mogere	JICA	Advisor	stephenmogere.ky@jica.go.jp	0722619788	

Meeting Minutes

Environmental Resources Management

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4th Floor, Laiboni Centre
Lenana Road, Kilimani
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Kenya

Tel: +254 20 493 8113/4
Mb: +254 71 265 0516
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Subject/Ref	Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor, Kenya
Venue	Silver Springs Hotel, Nairobi
Date of Meeting	02nd November 2015
Present	Philip Wandera (ERM), Geffrey Njoroge (ERM), Silas Kwonyike (ERM), Sylvia Njane (ERM), Wanjiku Githinji (ERM), Ogawa Ryosuke (JST), Geoffrey Ochieng (JST), Jemimah Mbae (MoTI), Various Stakeholders
Distribution	To be included in the SEA Report
Date	3 November 2015

Attendance Register follows these minutes

Introduction and Master Plan Presentation
Jemimah Mbae (JM) of MoTI welcomed attendees to the meeting. She gave a presentation on the Master Plan on Logistics in the Northern Economic Corridor. She then invited Representatives from ERM to address the meeting.

SEA Process

Wanjiku Githinji (WG) gave an introduction to ERM followed by self-introductions from ERM Team. Philip Wandera (PW) explained the SEA and associated stakeholder engagement process. She indicated the different stages of the SEA process and current progress towards submission of the Final Report to the National Environment Management Authority (NEMA).

Facilitated Discussion

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/Concerns Raised:	**Response**
Joseph Momanyi (PIEA) asked whether this Master Plan was excluding the LAPSSET corridor	JM responded that this Master Plan could not be developed in isolation of the LAPSSET corridor and as such MoTI would develop and integrated Master Plan that would incorporate other relevant plans.
Dr Steve Mogere (JICA) explained that this Master Plan is a major project under the EAC. He explained that is was being prepared for cargo-oriented development. This Master Plan would therefore identify the next phase of infrastructure development to be carried out in the Country	-
Thomas Ndola from the Ministry of Mining enquired as	JM responded that this was being carried

to why projects mentioned in the MoTI presentation were included inw SEA when they were already underway (such as the LAPSSET project)	out to close any gaps
Walter Nyatwang'a (KeNHA) mentioned other ongoing programs to develop infrastructure that the SEA should consider/review, such as: - Ongoing studies being carried out by the Public Private Partnership of the Northern Corridor, - Norther Corridor Transit and Transport Coordination Authority (NCTTCA) Northern Corridor Infrastructure Master Plan	This was noted
Philip Chirchir stated that while this was a model corridor dealing with roads, rail, pipelines, water ways, etc. he had not seen a component on security and had not seen representation at the Stakeholder Meeting from the Inspector General's office, Railways Police, Ports Police, Kenya Airports Police, etc.	This was noted
Alfred Kitolo (State Department East Africa Affairs) requested that for the next meeting, the Team present a Master Plan/Document for discussion. He also enquired as to the validity period of the Master Plan. He proposed that the data collection for the Master Plan should address: - Decongestion of Nairobi so that cargo moving beyond Nairobi could move with ease, - The interfaces between the various transport mode (rail, road, etc.), - Easing the burden of some of the transport modes to bring down the cost of transport	The validity period of the Master Plan was stated to be 30 years (TBC) and the rest of the information was noted
Eng. Lucy Karikui (KPC) asked that for the next meeting, stakeholders be given more notice to attend.	The notice period was noted. The team apologised for the short notice.
She enquired as to what laws/legislation ensures the optimisation of the different mores of transport/infrastructure the Government had put in place.	PW explained that the SEA would review the legislation and carry out a gap analysis.
A participant enquired as to how the Master Plan would ensure long-term sustainable development	PW explained that was indeed a challenge and the Master Plan/SEA would address this
A participant from the Ministry of Lands asked to what extent MoTI was able to define the corridor, in terms of length, width and route (coordinates) for acquisition purposes, as well as the implications on the neighbouring towns and settlements.	JM responded that MoTI appreciated the specific issue of land with regards to compensation/acquisition. She explained that the Master Plan would address this matter. Dr Mogere (JICA) further explained that the SEA would define the corridor. At this stage the corridor had not been mapped and such there were not coordinates to provide to the Ministry.

	Kenji Yokota (JICA) advised that the Inception Report of the Master Plan did provide the corridor width and that would need to be confirmed.
Oceanic Sakwa (NEMA) explained that SEA is a relatively new tool used to integrate environmental and social considerations into PPP. She explained the difference between ESIA – which is used at project level and SEA which is used at PPP level. She enquired as to whether this SEA would be embedded into the Master Plan or run concurrently and said that if the SEA was running concurrently with the SEA, that both teams (JST/ERM) were working closely together	PW explained that the SEA was running in parallel to the Master Plan and that JST and ERM were working as a team
Lucy Kariuki (KPC) suggested that the team include KETRACO and Kenya Power as stakeholders	This was noted
A gentleman from (KURA) explained his concern that there was no National legal framework for issues related to resettlement action plan (RAP) and that the Country was dependent on Development Partner Safeguards. He explained that it was not clear who approves a RAP – NEMA or the Ministry	Oceanic Sakwa responded that a Consultant had been engaged by NEMA (through a World bank grant) to conduct a gap analysis/assessment to thereafter develop a framework for in-country safeguards, including RAP
A participant from the Ministry of Lands pointed out the google map being used by MoTI in the presentation was incorrect. He advised that MoTI could get a base map from the Survey of Kenya.	This was noted
Lucy Kariuki from KPC asked for clarification on the Master Plan timeframe, whether MoTI was planning for 30 years (which in her view was too short) and whether it could instead be a 50-100 year time frame	Kenji Yokota (JICA) advised that the Master Plan timeframe was 30 years
A participant proposed that the Master Plan also look at less capital intensive solutions – instead of e.g., developing new roads, the MoTI should instead think creatively	This was noted
Muthoni Koinange (Frontier Counties Development Council) requested that Marsabit, Isiolo, Mandera, Wajir, Garissa, Tana River and Lamu also be consulted	This was noted
A participant enquired as to whether Uganda were aligned in this Master Plan process	WG explained that the PPP Owner in Uganda was the Ministry of Works and Transport and that the SEA was being conducted by ERM in association with a local Ugandan Company and as such the Kenya/Uganda SEA teams were also working closely together
Participants asked that the Master Plan Interim Report be provided to them prior to the next Stakeholder Meeting for them to review beforehand and then discuss at the meeting	This was noted

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JST/MOTI		
PROJECT	SEAMP Logistics in Northern Economic Corridor		
DATE	04/Nov/2015		
VENUE	Best Western Creekside Hotel, Mombasa		
TIME STARTED	9am	TIME ENDED	1pm

Name	Organisation	Designation	Email Address	ID No	Signature
Wanjiku Githinji	ERM	Consultant	wanjiku.githinji@erm.com		
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Philip Wandera	ERM	Consultant	wanderap012@gmail.com		
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Racheal M.N. Nganwa	NCTTCA	APO - Infrastructure	rnganwa@ttcanc.org		
Benard Simiyu	KIFWA	Secretary MSA	bsimiyu@mauniproduct.co.ke		
George William Kidima Kusaabya	UGA B. Rep.	Representative	willykidima@gmail.com		
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Geoffrey Ouma	JICA Study Team	Regional Dev. Planner/ESIA Exp.	geoffreyochieng@gmail.com.		

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Subject/Ref	Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor, Kenya
Venue	Best Western Plus Creekside Hotel, Mombasa
Date of Meeting	04th November 2015
Present	ERM, JICA Study Team (JST), Various Stakeholders
Apologies	Ministry of Transport and Infrastructure (MoTI)
Distribution	To be included in the SEA Report
Date	16 November 2015

Attendance Register follows these minutes

Introduction

Silas Kwonyike (SK) from ERM welcomed attendees to the meeting.

Master Plan Presentation

Geoffrey Ochieng (GO) from the JST gave a presentation on the Master Plan (MP) on Logistics in the Northern Economic Corridor on behalf of MoTI.

Facilitated Discussion on the Master Plan

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below:

Comments/Concerns Raised with regards to the Master Plan:	**Response**
A participant from NCTTCA enquired as to how recent/accurate the date regarding fibre connectivity was	GO responded that the data was from 2006, but this would be updated in the Master Plan Study
A participant from NCTTCA enquired as to whether participants would receive copies of the Power Point Presentation	Wanjiku Githinji (WG) from ERM confirmed that all participants would receive copies
A participant asked whether the Master Plan was taking other infrastructure projects/PPPs into consideration such as port expansion. She also enquired as to how the collection of traffic data was undertaken – whether the focus of the study was only trade vehicles or other types (e.g., private cars) were considered.	GO confirmed that the JST included cargo, trucks and passenger vehicles. He explained that the source of data was partly a primary study as well as secondary data from the border posts as well as MOTI. He assured participants that the MP was not being carried out in isolation, but was cognisant of other studies, plans, policies and programs
A stakeholder noted that the attendance at the meeting	WG went through the list of invited

was quite low	stakeholders with the meeting participants. She explained that while a high number of stakeholders had been invited, the majority had not attended the meeting.
A representative from the Kenya Transporters Association explained that stakeholders would have wanted to have seen the JST Progress Report prior to the Presentation. He also asked for information on the timeline of the MP	This was noted and the JST confirmed that Stakeholders would be availed the Progress Report via the website and they would have the opportunity to review Progress Report Number 2 prior to the second round of stakeholder meetings. The timeline of the MP was confirmed as 30 years
A stakeholder expressed his concern with regards to road development, especially with regards to compensation of land owners which can be higher than the development of the proposed road. He enquired as to whether that was a concern the MP would address.	Philip Wandera (PW) from ERM explained that the issue of land had been touched on in the previous meeting in Nairobi where issues of e.g., a land bank were discussed. He explained that this issue would also be addressed in the SEA
A participant asked whether Regional/County Development Plans are being considered as part of the MP. He also asked whether the cost of implementation of the MP would be a barrier to its execution.	GO explained that the implementation was outside the scope of the Consultant's Team and the PPP Owner/Implementer was the MoTI. He assured participants that the MP Study was aligned to National/County/Regional Plans
A stakeholder advised that other Donors (such as the World Bank) were developing other infrastructure projects and asked if the MP was aware of these projects	GO explained that that the JST was aware of the other projects and the MP was aligned to them
A participant from NCTTCA explained that the map of the Northern Economic Corridor (NEC) route in Uganda was not as well covered as well as that of Kenya. She asked for a map showing the routing and sub routes.	This was noted

SEA Process

Wanjiku Githinji (WG) gave an introduction to ERM followed by self-introductions from ERM Team. Philip Wandera (PW) explained the SEA and associated stakeholder engagement process. She indicated the different stages of the SEA process and current progress towards submission of the Final Report to the National Environment Management Authority (NEMA).

Facilitated Discussion on the SEA

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/Concerns Raised with regards to the SEA:	**Response**
A representative from NCTTCA asked which other Countries were included in the SEA and whether the	PW explained that the studies will be confined to each country's laws and

SEA would harmonise Country laws and regulations	regulations (specifically Kenya and Uganda)
A participant asked if the stakeholders would review the scoping report	PW explained that the scoping report would be submitted to NEMA for their review and that the scoping report would guide the detailed SEA Study
A stakeholder enquired as to why the Mombasa County Government was not represented in the meeting and if the Counties within the NEC would be consulted	PW explained that the Mombasa County Government had been invited to the meeting and that the Team would consult all the Counties that the NEC passed through.
Additional stakeholders listed by the participants included: • Kenya Pipeline Corporation • National Oil Corporation • Cross Boarders and Traders Association • County Commissioners • Ports Secretariat/Committee	This was noted
The SEA Consultants were asked to include the : • Green Port Policy, and • Ports Master Plan in the document review.	This was noted
A stakeholder enquired as to whether the MP and SEA would be shared with the Ports Committee	This was noted and the Consultants asked for the contacts of the Ports Committee Secretariat

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Subject/Ref	Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor, Kenya
Venue	Merica Hotel, Nakuru
Date of Meeting	06th November 2015
Present	ERM, JICA Study Team (JST), Various Stakeholders
Apologies	Ministry of Transport and Infrastructure (MoTI)
Distribution	To be included in the SEA Report
Date	16 November 2015

Attendance Register follows these minutes

Introduction

Silas Kwonyike (SK) from ERM welcomed attendees to the meeting.

Master Plan (MP) Presentation

Geoffrey Ochieng (GO) from the JST gave a presentation on the Master Plan (MP) on Logistics in the Northern Economic Corridor (NEC) on behalf of MoTI.

Facilitated Discussion on the Master Plan

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below:

Comments/Concerns Raised with regards to the Master Plan:	**Response**
A participant enquired as to whether a social impact analysis for businesses had been carried out and if the MP was linked to other existing development plans/aligned to cross cutting issues	GO responded that the MP study was still ongoing and that they were aware of other development plans.
A participant commented on the situational analysis carried out by the JST, that it should also discuss the impact of the NEC on people and improving quality of life. He added that the situational analysis lacked a socio-economic framework/social development plan	This was noted and GO explained that the JST had a socio-economist within their team who was addressing these issues
A participant from NEMA clarified that the situational analysis should be what informs the social analysis and these gaps should in turn inform the SEA.	
A stakeholder from KAM noted that Kenya Power was upgrading to 5,000 MW by the year 2017 and it was a	This was noted

challenge to the manufacturing sector as it may be more power than they can consume/use	
A participant asked for clarification on the NEC route	GO explained that it was from Mombasa – Nairobi – Nakuru – Busia/Malaba to Uganda through Kampala – Katuna-Rwanda-Burundi-DRC

SEA Process

Wanjiku Githinji (WG) gave an introduction to ERM followed by self-introductions from ERM Team. Philip Wandera (PW) explained the SEA and associated stakeholder engagement process. She indicated the different stages of the SEA process and current progress towards submission of the Final Report to the National Environment Management Authority (NEMA).

Facilitated Discussion on the SEA

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/Concerns Raised with regards to the SEA:	**Response**
A participant enquired as to whether it would be possible to see how the stakeholder analysis/mapping was carried out (e.g., as part of the Stakeholder Engagement Plan (SEP))	This was noted and the possibility of uploading the SEP on the website was discussed.
A representative from NEMA asked for more engagement especially with representation from NGOs, CBOs, Residents Associations who were not represented at the meeting	This was noted
A participant asked to whether an analysis of the different sources of energy wold be considered in the MP (solar, wind, etc)	This was noted
A stakeholder asked that cross cutting issues related to vulnerable groups, HIV issues, gender issues be addressed by the MP	This was noted
A representative from the Ministry of Industrialisation explained that he was looking forward to the completion of the MO as once implemented, the cost of business would reduce. He advised that the JST look at how the MP would be implemented - especially the Agencies involved in implementation. He added that the respective County Governments would also need to be involved as major stakeholders	This was noted
A participant stressed that the MoTI should have attended the stakeholder meeting as the PPP owner	This was noted
A representative from NEMA explained that the MP was a framework to guide development, similar to the Environmental Management and Coordination Act of	This was noted

1999 (EMCA). She asked that the MP refer to gender/social issues and refer to specific policies related e.g., to HIV, drugs and alcohol, gender issues	
A participant enquired as to the difference between ESIA and SEA	WG explained that EIA was project specific and SEA was for PPP. She took him through the slide in the PPT that explained the difference
A stakeholder stressed that the turnout at the meeting was very low and his concern that there was no representation from the County. He suggested that once the documents were sent out/uploaded on the website, the other stakeholders would perhaps note the urgency of the meetings.	WG explained that the County as well as a number of other stakeholders were invited to the meeting but did not

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA		
PROJECT	SEA FOR NORTHERN ECONOMIC CORRIDOR MASTER PLAN		
DATE	09 NOVEMBER 2015		
VENUE	IMPERIAL HOTEL KISUMU.		
TIME STARTED		TIME ENDED	

Name	Organisation	Designation	Email Address	ID No	Signature
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Subject/Ref	Minutes of Meeting with the Kisumu County invited Stakeholders
Venue	Imperial Hotel, Kisumu City
Date of Meeting	09 November, 2015
Present	JICA Master Plan Study Team, ERM team, Ministry of Energy, NEMA, KeNHA and Lake Victoria Basin Development Authority
Distribution	Public
Date	12 November 2015

Attendance Register follows these minutes.

Introduction:

The meeting started at 10.15am Local time where Michael Waweru (MW) of ERM welcomed attendees to the meeting and outlined the purpose of the meeting as well as the ground rules for discussions, following handing out the questionnaire survey and the agenda documentation. MW led the participants of the meeting through self-introductions as well as welcoming the stakeholders in to the meeting.

MW invited the JICA Study Team Geofrey Ochieng (GO) to start on with the presentation about the Northern Economic Corridor Master Plan (NEC-MP) Study.

Master Plan Description:

GO gave a comprehensive presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Having finished the Master Plan presentations and follow-up questions and clarifications from the stakeholders. GO invited Michael Waweru (MW) from ERM to give a presentation on the SEA that is currently being conducted in Kenya and later in Uganda. MW gave and introduction to the ERM team describing the team constitution. MW later invited the team's Sociologist- Philip Wandera (PW) to explain the SEA process in the NEC-MP study.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *Importance of the Corridor:* NEC is an important corridor to the East African market. The Kenya	MW ERM: All comments shall be included in the SEA.

National Highways Authority (KeNHA) has ongoing works to improve the highway linking Uganda and Kenya to ease transportation and communication in the East African Community (EAC). The aim is to reduce timelines at the border by using the One Stop Border Posts.	
• The MP is good as it will ensure that projects along the NEC are done consistently as per an overall master plan, however being done in piece-mill. It's important that development plans of towns along the corridor are updated based on the MP.	
• It's important that both ERM and JICA study teams to come up with a MP that is practically achievable.	
• *Challenges to development along the NEC:* The road authorities have had challenges in acquiring land to expand the roads as well as border points in Malaba and Busia. The issues have been resolved and the Busia border points should be operational by March 2016. Construction is ongoing at the Malaba crossing.	MW ERM: All comments shall be included in the SEA.
• *Scope of the Master Plan and the SEA:* Why is scope of works covering Uganda and Kenya only, the NEC covers other countries (S. Sudan, Rwanda and Congo)?	Ogawa (JICA): The study is between JICA and the two governments (UG & KE), thus the situation analysis covers the two countries at the moment. JICA will have a technical corporation team that will inform and involve the other countries of the master plan.
• *Stakeholder Mapping and Identification:* Are the stakeholders along the NEC engaged at the SEA process only? Many stakeholders would come up as the projects are implemented at a later stage, they would have critical issues to bring up. It's important for the team to be prepared.	PW- ERM: The SEA is to assess the PPP's along the Corridor. As required by law, ESIAs will be conducted for the various projects along the Corridor following the Master Plan. It will be the responsibility of the implementing agencies to ensure that the issues are heard and tackled before the developments kick-off.
• *Implementation Plan of the NEC-MP:* The NEMA County Officer noted that it is important that SEA identifies all relevant implementing sectors in the Corridor's PPPs as identified in the NEC- MP.	MW ERM: All comments shall be included in the SEA.
• The implementation budgets of the different projects along the NEC should be linked to the MP.	
• ERM as the team conducting the SEA should have an oversight over the implementation of the Master Plan so as to ensure that the issues noted are all implemented in the different sector projects during implementation. *NB: The EMCA has been updated from 1999 to the 2005.*	

• *PPP Alternatives:* All the MP alternatives identified in the SEA should be harmonised especially when it affects people (e.g. resettlement and or displacement). Identified alternatives should be shared by all stakeholders as much as possible. Human rights issues should be addressed and considered prior to issues coming up in the implementation stage.	MW ERM: All comments shall be included in the SEA.
• *Stakeholder Engagement outside the major towns along the NEC:* The SEA study should include the rural population in between the major towns along the corridor.	MW ERM: The stakeholders along the corridor shall be engaged during the baseline data collection of the SEA study at a high level as the SEA covers the PPPs in these regions.
• *NEC-MP Implementation mechanism between now and 2030:* It's important to note that the MP should be self-implementing in that the SEA will feed in to it and vice versa. All the ESIAs of the various projects should refer to the MP and the SEA. The NEC-MP should also look into having an implementation funding plan so as to have actual deliverables in the different year milestones towards Vision 2030.	GO- JICA: The SEA is meant to inform the MP thus at this point we are looking at policy makers who are within the 5 towns (Mombasa, Nairobi, Nakuru, Kisumu and Busia). The SEA is expected to identify the various implementing sectors of the country following the MP.
• *Legal Gaps and uncoordinated efforts:* It is important, while looking at the Legal requirements in-country as well as between Kenya and Uganda, that all gaps are mitigated, as the NEC Plan should be flawless (being one plan). • It is important to have coordinated monitoring and evaluation as well as compliance inspections groups within the different implementing agencies- coordinated by the Ministry of Transport and Infrastructure (MoTI). • The NEMA certificates of the different projects should not only bee paper but have a legal bond to the projects' implementation.	MW ERM: All comments shall be included in the SEA. A review of both Kenya and Uganda legislation shall be conducted during the SEA study.
• *Environmental Compliance:* It should be emphasised/ recommended in the SEA that NEMA could work with consultants attached to the authority's compliance department to oversee the implementation of the Plan's Projects.	MW ERM: All comments shall be included in the SEA.

Closing:

The meeting ended at 1.15pm with a vote of thanks from Michael Waweru- ERM and Geofrey Ochieng- JICA.

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Subject/Ref	Minutes of Meeting with the Kisumu County Government City Planner
Venue	County Government Offices- City Hall- Kisumu County
Date of Meeting	10 November, 2015
Present	JICA Master Plan Study Team, ERM team, Kisumu County Planner, Kisumu.
Distribution	Public
Date	12 November 2015

Attendance Register follows these minutes.

Introduction:

The team met with the Kisumu County City Planner Mr. Stephen Sule at his office at City Hall.

Master Plan Description:

GO gave a summary presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He noted that the Master Plan is important for Kisumu County as the City holds a strategic location in the EAC. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Michael Waweru (MW) from ERM gave a summary presentation on the SEA that is currently being conducted in Kenya and later in Uganda. MW gave and introduction to the ERM team describing the team constitution. MW later invited the team's Sociologist- Philip Wandera (PW) to explain the SEA process in the NEC-MP study.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *Kisumu City Development:* The NEC Master Plan will be important to the City of Kisumu as an initiative that will bring harmony in development in the region. Kisumu County has both City and Rural areas within the County.	MW: All comments will be included in the NEC Master Plan SEA Report
• *County Development:* Kisumu County Planning	MW: All comments will be included in the NEC Master Plan SEA Report

Office strategy is to develop the satellite towns such as *Nyamasare, Mambo Leo, Otongolo, Kiboswa* and *Kondele*.	
• Recreational parks are in the City Development Plan along the beach. The County Planner is working with the Kenya Railways Corporation (KRC) and Kenya Ports Authorities (KPA) to make available land for development in the County.	
• There are plans to have a link road along the shores and beaches of the Lake as a recreation aspect of the City Planning.	
• There are plans to construct a trailer park at Kiboswa Town to ease the traffic congestions when the trucks are parked along the road.	
• There are plans through the Kenya Railways Corporation (KRC) to develop a proposed Lake View Resort City in Kisumu. This will be done through the Lake Front Development Initiative by the UN-Habitat.	
• *Challenges to Development:* The challenges to development in the county are: Land tenure system in the County being freehold, thus managing land use.	MW: All comments will be included in the NEC Master Plan SEA Report
• The lack of communication between the National, County and City development offices leads to various theoretical plans that are not brought to fulfilment.	
• Land Acquisition: The acquisition of land for development has been a challenge for the County. The County is setting up land buying funds to acquire land for development as well as reposes unused land in the City.	
• *Stakeholder Engagement:* There's need to incorporate the views of different Government agencies in the different levels to ensure the success of the NEC Master Plan.	MW: All comments will be included in the NEC Master Plan SEA Report

Meeting ended at 2.30pm with thanks.

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Subject/Ref	Minutes of Meeting with the Kisumu County Government CEC- Information Communication and Technology
Venue	County Government Offices- Kisumu County
Date of Meeting	09 November, 2015
Present	JICA Master Plan Study Team, ERM team, CEC in the County Government of Kisumu- ICT.
Distribution	Public
Date	12 November 2015

Attendance Register follows these minutes.

Introduction:

The meeting started at 3.15pm Local time where Michael Waweru (MW) of ERM thanked the CEC for his time to meet the NEC-MP team on short notice. He outlined the purpose of the meeting, noting that the SEA team had met earlier regarding the stakeholder engagement as sent to the County Government of Kisumu, through the Governor's office. MW led the participants of the meeting through self-introductions.

MW invited the JICA Study Team Geofrey Ochieng (GO) to start on with the presentation about the Northern Economic Corridor Master Plan (NEC-MP) Study.

Master Plan Description:

GO gave a summary presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He noted that the Master Plan is important for Kisumu County as the City holds a strategic location in the EAC. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Having finished the Master Plan presentations and follow-up questions and clarifications from the County Executive Chair Member (CEC) ICT, GO invited Michael Waweru (MW) from ERM to give a summary presentation on the SEA that is currently being conducted in Kenya and later in Uganda. MW gave and introduction to the ERM team describing the team constitution. MW later invited the team's Sociologist- Philip Wandera (PW) to explain the SEA process in the NEC-MP study.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *Kisumu County- Regional Hub:* The County is strategically located at the centre of East and	MW: All comments will be included in the SEA report of the Master Plan.

Central Africa. Kisumu is a hub with potential in industry, trade and communication. The county is corridor for the EAC region; our development strategy is to be the hub of the east and central African countries.	
• *Inland Port Infrastructure:* The EAC (KE, TZ, UG, RW and BU) has plans to develop the inter-country marine transport system in Lake Victoria. The system will be strategic to the NEC.	MW: All comments will be included in the SEA report of the Master Plan.
• *Lake Economic Block*: The Counties around the Lake Victoria have formed a common economic block that looks at shared resources and coordinated developments in the region. This block will be very much supported by the NEC in trade and communication.	MW: All comments will be included in the SEA report of the Master Plan.
• *Kisumu City Planning:* Kisumu as a City has submitted applications with the 100 Resilient Cities in the World- supported by Roker-Feller Foundation. The County is happy to share the links to the planning process as well as the City's Master Plan that the SEA team can go get at the City Planner's Office at City Hall.	MW: All comments will be included in the SEA report of the Master Plan. The team shall visit the City Planner to capture his comments and request the Plans.
• *Challenges in the County:* o Just as any other County, Kisumu lacks resources to connect and utilise the ICT infrastructure/ network. o Education: The County is pushing for ICT to be a core subject in both Primary and Secondary- to reach the rural as well as urban areas in the County as well as increase connectivity- these, we believe will reduce the pressure in the urban areas (rural-to urban migration). o Access to online platform at the village level is low. • The County has plans to push the internet down to the village level.	MW: All comments will be included in the SEA report of the Master Plan.

Closing:

The meeting ended at 4.20pm with a vote of thanks from Michael Waweru- ERM and Geofrey Ochieng- JICA.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA		
PROJECT	SEA FOR NORTHERN ECONOMIC CORRIDOR – MASTER PLAN		
DATE	10 NOVEMBER 2015		
VENUE			
TIME STARTED		TIME ENDED	

Name	Organisation	Designation	Email Address	ID No	Signature
MICHAEL ONYANGO	KISUMU COUNTY GOV	C.E.C.	michael.onyango@kisumu.go.ke	8744260	M.O.
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SILAS DWITI MAUJIH	UN HABITAT	CONSULTANT	Somaujih@yahoo.com	22132049	

VENUE : STAKEHOLDER OFFICES IN KISUMU CITY.

MEETING : STAKEHOLDERS MET FROM COUNTY GOVERNMENT OF KISUMU.

DATE : 10 NOVEMBER 2015

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Subject/Ref	Minutes of Meeting with the Kenya Association of Manufacturers- Western and Nyanza Region and the Kenya National Chambers of Commerce and Industry (KNCCI)- Western and Nyanza Region
Venue	Kenya Association of Manufacturers (KAM) Offices in Kisumu City
Date of Meeting	10 November, 2015
Present	JICA Master Plan Study Team, ERM team, Kenya Association of Manufacturers- Western and Nyanza Region, Kenya National Chambers of Commerce and Industry (KNCCI)- Kisumu
Distribution	Public
Date	12 November 2015

Attendance Register follows these minutes.

Introduction:

The team met with the Kenya Association of Manufacturers (KAM)- Nyanza and Western Regional Officials as well as the Kenya National Chambers of Commerce and Industry (KNCCI) members who were present in the meeting at the KAM offices.

Master Plan Description:

GO gave a summary presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He noted that the Master Plan is important for Kisumu County as the City holds a strategic location in the EAC. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Phillip Wandera (PW) SEA team from ERM gave a summary presentation on the SEA that is currently being conducted in Kenya and later in Uganda. PW gave and introduction to the ERM team describing the team constitution and explained the SEA process in the NEC-MP study.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *Importance of the NEC:* It is important to consider the development that can open up markets. Industries such as sugar sector will be a big gainer on the corridor's development.	MW: All comments will be included in the NEC Master Plan SEA Report

- It is important to consider speed rail (200kph) in the future that will assist in linking the East and Central African countries.
- The Western and Nyanza region has the potential to feed the country though there are some challenges.
- *Challenges and opportunities in the regional development:* The Lake (Victoria) is a great resource that the region has, but due to siltation and sedimentation, the lake waters cannot be fully utilised as a means of transport by ships for cargo and passengers (water highway) among the EAC countries.
- Railroad is a major hindrance to development as the trains and network we have are more than 100 years old and they cannot meet the demand for transport and communication in the Country and region.
- Sugar industries that produce biogas as a bi-product are not utilised as the energy can be harnessed (e.g. Mumias Sugar has a production capacity of approximately 36MW while Kibose has 18MW.
- The investment sector is unconducive- e.g. the textile industry is suppressed by government barriers. Revival of old and creating new industries in the textile sector is important and the NEC will increase the economic flow of goods and markets to the region.
- The Tourism sector is also challenged by negative perception of resources such as the Lake Victoria- being a dump and heavily polluted thus affecting the Western tourism circuit.
- Mineral mining is done at a small to medium scale in the region e.g. gold in Migori and Ikolomani, Iron Ore mining by Abyssinia Steel Smelting Company in Oyugis area. Recently, Oil exploration is conducted in Nyakach region of Nyanza (by Tullow Oil)

MW: All comments will be included in the NEC Master Plan SEA Report

Meeting ended at 3.30pm with thanks.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	KENYA ASSOCIATION OF MANUFACTURERS & KNCCI		
PROJECT	MASTER PLAN FOR THE NORTHERN ECON. CORRIDOR.		
DATE	10 NOVEMBER 2015 – KISUMU.		
VENUE	KAM (WESTERN & NYANZA) REGIONAL OFFICE		
TIME STARTED	14.30 hrs.	**TIME ENDED**	

Name	Organisation	Designation	Email Address	ID No	Signature
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Subject/Ref	Minutes of Meeting with the Kisumu County Government CEC- Industrialisation
Venue	County Government Offices- Kisumu County
Date of Meeting	10 November, 2015
Present	JICA Master Plan Study Team, ERM team, CEC & CEO-Industrialisation, Kisumu.
Distribution	Public
Date	12 November 2015

Attendance Register follows these minutes.

Introduction:

The team met briefly with the CEC Industrialisation Mr. Johnson Awour at his office and he recommended that we meet with his chief officer as he was heading to another meeting. Later the team moved to meet with the Chief Officer in the Ministry of Industrialisation.

Master Plan Description:

GO gave a summary presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He noted that the Master Plan is important for Kisumu County as the City holds a strategic location in the EAC. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Michael Waweru (MW) from ERM gave a summary presentation on the SEA that is currently being conducted in Kenya and later in Uganda. MW gave and introduction to the ERM team describing the team constitution. MW later invited the team's Sociologist- Philip Wandera (PW) to explain the SEA process in the NEC-MP study.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *County Industrialisation Benchmarks:* The Kisumu County has the following as benchmarks to industrialisation: o Kenya Vision 2030; o Kisumu County Integrated Development Plan (2013- 2017); and the	MW: All comments will be included in the NEC Master Plan SEA Report

o Kisumu Annual Development Plan 2015.	
• *Regional Economy:* Kisumu is a special economic zone. We are aiming to implement the development of an Export Processing Zone (EPZ) and industrial park in Kisumu. Therefore the NEC Master Plan is important in the regional development in the next 15 years.	MW: All comments will be included in the NEC Master Plan SEA Report
• The County also has an Integrated Sustainable Urban Development Plan (ISUP) that was commissioned by the County, prepared by French development partners. This plan proposes the re-orientation of Kisumu City to face the Lake (Lake Victoria).	
• *Kisumu Future Plans:* The County is also looking at the revamping of the Railway Station in Kisumu County. We have another study team looking at the opportunities in the railway network as well as the ports at the shores of the lake that we have in the region. This opportunities can be harnessed and develop the interconnection among the Lake Region (KE, UG,TZ,RW and BU)	MW: All comments will be included in the NEC Master Plan SEA Report
• *Bottlenecks to Development and Industrialisation in County Economy:* o Encroachment to road reserve and the misallocation of plots in Government land; lack of public knowledge on the dimensions of wayleaves according to the different classes of the roads in the region; o Rapid expansion of urban areas and the subsequent rural to urban migration; o Lack of public land to develop industries and attract investors (the county needs at least 200 acres along the railway corridor to develop the modern rail infrastructure).	MW: All comments will be included in the NEC Master Plan SEA Report
• *Industries in the Region:* The County has several industries that have great potential to develop the region. These are: Cotton, Fish, Leather industry, breweries, sugarcane and horticulture (tomatoes and fruits).	MW: All comments will be included in the NEC Master Plan SEA Report

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA		
PROJECT	SEA FOR NORTHERN ECONOMIC CORRIDOR – MASTER PLAN		
DATE	10 NOVEMBER 2015		
VENUE			
TIME STARTED		TIME ENDED	

VENUE : TOM MBOYA LABOUR TRAINNING COLLEGE - KISUMU

MEETING : STAKEHOLDERS MET FROM COUNTY GOVERNMENT OF BUSIA

DATE : 10 NOVEMBER 2015

Name	Organisation	Designation	Email Address	ID No	Signature
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GRACE MTUMA	BUSIA COUNTY	CEC-CULTURE	Matunde4@gmail.com	0717455341	

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Subject/Ref	Minutes of Meeting with the County Government Officials from Busia County
Venue	Tom Mboya Labour College, Kisumu City
Date of Meeting	10 November, 2015
Present	JICA Master Plan Study Team, ERM team, Senior Officer- County Governor's Office, Busia, County Government Representatives- CECs from Busia County
Distribution	Public
Date	13 November 2015

Attendance Register follows these minutes.

Introduction:

The meeting started at 4.40pm Local time where CEC Roads and Infrastructure welcomed the Study teams from JICA and ERM to the meeting. He further invited the teams lead Michael Waweru from ERM to give out the agenda as well as introduce the purpose of the meeting. MW led the participants of the meeting through self-introductions as well as appreciating the County Government Officials for making time to meet the JICA and ERM teams during their government business session in Kisumu.

MW invited the JICA Study Team Geofrey Ochieng (GO) to start on with the presentation about the Northern Economic Corridor Master Plan (NEC-MP) Study.

Master Plan Description:

GO gave a comprehensive presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Having finished the Master Plan presentations and follow-up questions and clarifications from the stakeholders. GO invited Michael Waweru (MW) from ERM to give a presentation on the SEA that is currently being conducted in Kenya and later in Uganda. MW gave and introduction to the ERM team describing the team constitution. MW later invited the team's Sociologist- Philip Wandera (PW) to explain the SEA process in the NEC-MP study.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *Stakeholder Engagement*: We appreciate the engagement process led by the SEA study team at the scoping stage of the SEA. It is important to have meaningful engagement of the plan throughout the NEC master plan as the public (of who we represent) is kept informed of future plans.	MW: All comments will be included in the NEC Master Plan SEA Report
• *Busia County Development:* The County pegs its planning on the CIDP 2013- 2017, as a blue print to development. • *County Economy*: The County is largely supported by the border post and agricultural activities (Sugar cane, Rice, Tobacco, Cassava, Fruits, Fish and cotton farming). • *Industries in the County:* The County has various industrial opportunities including: Mining e.g. iron ore, cement, gold and granite mining; • *Tourism sector*: The County has tourism resources that can be utilised e.g. beaches along the Lake Victoria and the *Kakapel* Museum- ancient rock painting; • *Manufacturing Industries:* The County has several small to medium scale manufacturing Plants e.g. Fresh juice, Fish fillet processing, Sugar cane and Organic fertiliser processing Plants.	MW: All comments will be included in the NEC Master Plan SEA Report
• *Challenges and opportunities to Development in Busia*: The County has several opportunities to solve challenges in the economic corridor within the Busia County, these include: o Strain on border infrastructure; we are planning to increase the number of crossing points within Busia- to decongest (trucks along the crossing points) the Malaba and Busia borders; o Develop and construct a by-pass around Busia and Malaba in the County to reduce trucks travelling through the main business district; o Construct a dry port between Busia and Malaba as flagship projects in Busia County; o Construct temporary truck stops along the corridors heading to the two ports in the County. These are to reduce the pile up effect of slow custom processing at the borders; o We are in communication with KeNHA to	MW: All comments will be included in the NEC Master Plan SEA Report

upgrade the some of the access roads at the border points (upgrading with street lighting and bitumen)- these will reduce the pressure on traffic at the border points; o Potential development of a depot and pipeline extension along the B1 and A104; o There are plans to develop an airport to serve the dry port as well as serve the transportation of goods and services within the region; o Construct dedicated special lanes for motor cyclists and pedestrians along the B1 and A104; o The County Government is in the process of developing ICT infrastructure in the border towns to make revenue collection seamless and increase security-communication across the network in the County; o Construct silos and cold storage infrastructure in Busia and Malaba to store perishable goods that get spoilt as they wait processing.	
• *Socio- economic/ Livelihood Impact of the Border Post:* The border posts in Busia and Malaba support a large population in the County- from direct and indirect commerce. The single port system will affect the Kenyan side of the border (businesses e.g. accommodation, parking fees, restaurants etc., that depend on the border) as the trucks do not stop or park on the Kenyan side.	MW: All comments will be included in the NEC Master Plan SEA Report
• The NEC master plan should ensure that HIV/AIDS awareness is communicated throughout the planning and implementation phase.	
• *Importance of NEC to Regional Development:* It is important to have a ring road connecting the Counties around the Lake (Lake Victoria) to increase transport and communication in the region as it connects to the NEC.	MW: All comments will be included in the NEC Master Plan SEA Report
• It is important to educate the public on the importance and risks of highways and the economic corridor- and ensure the corridor is **friendly to persons with disability**.	
• *Biophysical Impact along the NEC:* The corridor will cross the ***Sio Sitiko Wetland*** within the County. The wetland is important to the ecology of the area.	MW: All comments will be included in the NEC Master Plan SEA Report
• *Land Tenure System:* Most of the land in Busia	MW: All comments will be included in the NEC

County is freehold. The County is currently conducting a Land survey to develop a Land Banking system to ensure investors have land to invest in.	Master Plan SEA Report
• *Disaster Risk Management:* The County has conducted a risks and hazard mapping on disaster management. Data available online- e.g. flooding and hazardous material carried by trucks along the corridors.	MW: All comments will be included in the NEC Master Plan SEA Report

Closing:

The meeting ended at 6.10pm with a vote of thanks from Michael Waweru- ERM and Geofrey Ochieng- JICA. The Chief Officer from the Office of the Governor shared contacts with the SEA team who were to meet other stakeholders from Busia County in Malaba the next day so as include them in engagement meetings- representing different stakeholders in the County.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA		
PROJECT	SEA FOR MASTER PLAN ON LOGISTICS IN N.E.C.		
DATE	11 NOVEMBER 2015		
VENUE	HOTEL LAVANTES MALABA - BUSIA		
TIME STARTED		**TIME ENDED**	

Name	Organisation	Designation	Email Address	Telephone No	Signature
CHRISANTUS OKWARE EKESA	COUNTY GOVT OF BUSIA	SUB COUNTY ADM. TESO NORTH	ekesaokware@yahoo.com	0721 942079	
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HOSEA A. ODEKE	VOICE OF MALABA	CHAIRMAN	Aluanyahoes@gmail.com	0726064687	
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DANIEL ODHIAMBO OCHOLA	DEP OF WATER, ENVIRONMENT AND NATURAL RESOURCES	ENVIRONMENT AND NATURAL RESOURCE OFFICER	danielodhiambo85@gmail.com	0726506673	
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PUBLIC MEETING REGISTER

CLIENT	JICA		
PROJECT	SEA FOR MASTER PLAN ON LOGISTIC IN NEE		
DATE	11 - NOVEMBER 2015		
VENUE	HOTEL LAVANTES MALABA - BUSIA		
TIME STARTED		**TIME ENDED**	

Name	Village / Location	Telephone No.	ID No	Signature
C. B. AMBOKA	NIS	I/C TEU	5736008	
JOHN ESICUT	MALABA COMMUNITY	0714583029	0103709	
GEOFFREY . T. EKITOI	Security Road Block Majo Riku	0712688230	24204375	
Eng. Gordon Okello	KURA-WESTERN	0715952250	2043869	
SUSAN ANYANGO	NEMA - BUSIA	0725828333	24841749	
SAMSON LARYA	TRADE	0720267285	19421373	
THEOPHILUS CHITECHI	FINANCE	0725831889	8782170	
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Ryosuke OGAWA	JICA Study Team / Nippon Koei Co., Ltd.	0732-082-120	TL00055086	
Philip Wandera	ERM	0722486664	5137152	
MICHAEL WAWERU	ERM	0725399685		
Silas Kwonjike	ERM	0722456632	21660665	

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Subject/Ref	Minutes of Meeting with the Various Stakeholders in Busia County.
Venue	Hotel Lavantes- Amagoro, Malaba, Busia County
Date of Meeting	11 November, 2015
Present	JICA Master Plan Study Team, ERM team, Sub County Officers - Busia County, Kenya Urban Roads Authority (KURA), Kenya National Highways Authority (KeNHA), Kenya National Chambers of Commerce and Industry (KNCCI), NEMA, Customs and Revenue Business Owners Association, Amagoro Motor Cycle *Boda-Boda* Association, Community of Malaba.
Distribution	Public
Date	13 November 2015

Attendance Register follows these minutes.

Introduction:

The meeting started at 10.15am Local time where Sub County Administrator - Teso North Sub County (Busia County) - Mr. Christantus Okware welcomed the Study teams from JICA and ERM to the meeting. He further invited the teams lead Michael Waweru from ERM to give out the agenda as well as introduce the purpose of the meeting. MW through the Sub County Administrator led the participants of the meeting through self-introductions as well as appreciating the stakeholders for making time to meet the JICA and ERM teams. Michael handed the stakeholders with survey questionnaires and the agenda for the meeting as the meeting started.

MW invited the JICA Study Team Geoffrey Ochieng (GO) to start on with the presentation about the Northern Economic Corridor Master Plan (NEC-MP) Study.

Master Plan Description:

GO gave a comprehensive presentation of the NEC- MP Study noting the overview of the Corridor as well as describing the justification, future plans and baseline studied so far. During his presentation, he noted that the purpose of the Master Plan Study is to capture the gaps, bottlenecks and situational analysis of the infrastructure along the NEC from Mombasa to Busia in Kenya. He further noted that the study team as well as the Strategic Environmental Assessment (SEA) team will be proceeding to Uganda as the Corridor stretches to Uganda and in Central Africa Countries.

Strategic Environmental Assessment (SEA):

Having finished the Master Plan presentations and follow-up questions and clarifications from the stakeholders. GO invited Michael Waweru (MW) from ERM to give a presentation on the SEA that is currently being conducted in Kenya and later in Uganda. MW gave and introduction to the ERM team describing the team constitution. MW later invited the team's Sociologist- Philip Wandera (PW) to explain the SEA process in the NEC-MP study. PW described the SEA process in Swahili and English while using the Power point presentation to ensure that all stakeholders understood.

Facilitated Discussions:

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed.

Comments/ Concerns Raised:	**Response:**
• *Development Planning:* o How does the NEC Master Plan fit into the Malaba/ Busia border strategic plan? o Space is a challenge in Busia; what plans does the Master plan have for the towns along the corridor. Investing in lands along the corridor and at the border area is challenging as new expansion plans are introduced every time. Some towns do not have service infrastructure such as storm drains that end up destroying private land along the road- highways. o As investors we do not know if we are buying in the road reserve. The NEC MP should have urban planning aspect that looks at the impact on land use along the corridor in the small towns as well as at the border towns- Malaba and Busia. o The towns along the NEC ought to be well planned. Planning will ensure that the towns are zoned and hence investors shall be well informed on what to invest where. o	GO- JICA: The NEC MP is not being done in isolation, we are working with the Ministry of Transport and Infrastructure (MoTI) on the Border Posts as well as plans at both Busia and Malaba border crossings; these plans will be integrated in the NEC Master Plan. GO: Most of the urban areas do not have detailed plans that provide for service infrastructure within the towns. The NEC MP will keep in mind the town plans based on what is there currently as well as the challenges that are experienced in the urban areas. The Plan will prioritise the implementation of the different projects that will come up after the NEC MP. KeNHA: On land/ space availability; access to land is a major social issue in roads development, thus there's need to plan most of the towns to allow access and reserves are respected. Compensation becomes expensive due to lack of respect for the reserves as land meant for public use has to be bought. GO: The Ministry of Lands are responsible for the land including road reserves as well as compensation of any affected parcel to be acquired along the wayleave corridor in conjunction with the KeNHA etc. The community should conduct a due diligence before buying any land along the highway corridor. MW- ERM: All comments will be included in the NEC Master Plan SEA Report
• *Economic Development in Busia:* Sugar cane production as an industry supports many livelihoods within the County; the NEC MP should support the industry and thus the economy of the region. • *Agricultural Production:* It is proposed that the Government to build irrigation dams to ensure year-long production as opposed to rain fed	GO: We acknowledge that sugar cane is a major industry in the region. All comments will be incorporated in the SEA.

agriculture in the County	
• *Road Reserves:* Developments in the past have been approved by the County as well as Lands office yet road authorities claim to the reserve land. The road construction along the highway brought about destruction to neighbouring private land. How will the private developers be compensated? • It is important for the Government to share details on how they plan to acquire land as well as all the new demarcation that KeNHA has. • It is important to consider the feeder roads of towns in the Master Plan as they are used as alternatives when traffic congestion occurs.	KeNHA: On road reserves, the public depends on Survey of Lands of Kenya that has records that are not updated as per the new demarcations. It is important to consult with the road authorities that have the updated records along the road corridor (reserve). On road safety; it is important for the NEC- MP to provide for dedicated travel lanes to increase road safety- for motorcycles especially at the corridor crosses towns. MW- ERM: All comments will be included in the NEC Master Plan SEA Report
• *Delays and Long ques at the border:* The long delays cause traffic congestion at the border points. We also need to consider opening up other custom points within Busia County, and not necessarily at the border point.	GO: The SEA has taken into account the issues raised. MW: Following discussions with the County Government of Busia representatives, it was noted that the County has plans to construct a trailer park along the highway that will create parking areas for trailers, reducing congestion along the road especially at the border points.
• *Storm Water Drainage:* The NEC-MP should have a plan for the drainage systems along the corridor- lack of drainage destroy neighbouring private land. • There is a wetland between Amagoro and Malaba town where water is not well channelled as it crosses the highway; this area frequently floods all the way to Malaba town during the heavy rains.	GO: The SEA has taken into account the issues raised. KeNHA: Storm water drainage is an issue that we grapple with along the road, especially when a highway crosses a town. The issue is that town planners do not consider drainage of the roads and highways; they should be contained in the Physical Development Plans. KeNHA cannot acquire reserves for drainage as that falls under County Physical Land Use Planning. MW- ERM: All comments will be included in the NEC Master Plan SEA Report
• *Local economy*: The border supports many local economic activities. The development of the one stop border post will reduce and negatively affect the local economy, such as restaurants and shops as well as clearing and forwarding agents who depend on the business.	MW- ERM: All comments will be included in the NEC Master Plan SEA Report
• *Road Accidents/ Safety:* Road accidents along the highway are high in Busia- especially in Malaba highway. Awareness creation should be incorporated in the NEC- MP. • Most- 40% of the patients in Kocholia Hospital	GO: It is good to bring road safety up as the road hazards have been a big problem along the highway. The SEA will look at the Social issues- including the accidents and displacement issues following developments along the corridor.

in Malaba are road accident victims	
• *Sharing of data and Master Plan*: How will the data and NEC-MP shared?	PW- ERM: A dedicated website will be created with updated data on the NEC- MP. The SEA team will also hold secondary stakeholder meetings to present the draft Master Plan.
• *Environmental and Socio economic Impact Assessment:* NEMA- All environmental issues along the corridor should be highlighted in the SEA to ensure that mitigation measures are proposed early. • Natural Resources and Cultural Aspects: The SEA should highlight on issues touching on preservation of the people's cultural heritage and also natural resources protection areas. • The SEA should consider issues such as sand harvesting along riverbanks which end up causing massive soil erosion, noise pollution and air quality. • The SEA should consider the socio economic issues along the corridor e.g. communicable diseases, health, crime, social interests that will come about due to developments from the NEC MP.	Silas Kwonyike (SK) - ERM: Impacts will be highlighted, but at a high level at the SEA stage. Specific detailed assessment of impacts will be raised at the ESIA of the different projects along the corridor. SK – ERM: Conservation efforts will be highlighted in the SEA. However, these will only be used to inform future project specific EIAs. The SEA will highlight on the impacts at a macro level, but the EIAs will address project specific impacts.
• *Zoning Land Use:* Land use should be zoned in Busia County to control the developments along the road as well as within the towns.	MW- ERM: All comments will be included in the NEC Master Plan SEA Report
• *Opening other Border Crossings:* It is important to open up other border crossings in Busia County e.g. *Adumai* crossing to the north and *Obuchun* crossing to the south to decongest the Busia and Malaba border crossing, this will increase revenue for the County as well as develop the other two towns. • The highway is forced to close for hours during shunting of Railway tracks and breakdown of rail- cargo vehicles that crosses the highway. It is important to consider construction of a flyover and footpath over the rail tracks in the MP.	MW- ERM: All comments will be included in the NEC Master Plan SEA Report

Closing:

The meeting ended at 2.30pm with a vote of thanks from Michael Waweru- ERM.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM / MOTI		
PROJECT	SEA FOR FORMULATION OF NEC M. PLAN		
DATE	01 SEPTEMBER 2016.		
VENUE CS	BOARD ROOM (MEETING) MINISTRY OF WORKS.		
TIME STARTED	09.00HRS	TIME ENDED	10.30HRS.

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Subject/Ref	Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor (NEC), Kenya Meeting of the Principal Secretary (PS) Representatives
Venue	Cabinet Secretary (CS), Ministry of Works Boardroom, 9th Floor Transcom House, Nairobi
Date of Meeting	01 September, 2016
Present	Ministry of Transport and Infrastructure (MoTI), JICA Study Team (JST), ERM and PS Representatives *(refer to the attendance register)*
Distribution	To be included in the SEA Report
Date	02 September, 2016

Attendance Register follows these minutes.

Introduction:

The meeting started at 09.00 am and was chaired by Eng. Francis Gitau (FG) from the State Department (Ministry of Transport and Infrastructure (MoTI)). FG began by thanking the participants for taking the time to attend the meeting following the invitation from the office of the PS, MoTI. He apologised on behalf of the PS who was unable to join the meeting due to an official assignment in Mombasa. He led the participants in round of introductions and then invited Michael Waweru (MW) from ERM to make the SEA presentation.

SEA Presentation:

MW provided a summary of the SEA process and updated the meeting of the progress thus far. He noted that the PSs were key to the SEA process following the submission of the report to NEMA for approval and thereafter (as per the NEMA Regulations) the Cabinet Secretary (CS) Environment and Natural Resources informing the CS Ministry of Transport and Infrastructure (MoTI) on the NEMA decision. He explained that the CS MoTI would thereafter table the Cabinet Paper.

MW the invited the team members to present their input into the SEA

Facilitated Discussions:

Questions and comments were raised thereafter during a guided discussion. The points raised during the facilitated discussion are discussed below.

Comments/ Concerns Raised:	**Response:**
• *FG:* We have been walking with the SEA and the JST in the formulation of the Master Plan. This Plan is very important and as such the approach has been inclusive and participatory	MW: All comments are noted.

with stakeholders at County and National level. All State Departments should feel more than welcome in adopting the Master Plan during the process.

- *Mrs K. Muoki from the Ministry of Planning and Statistics had the following comments:*
  - *Development of the MP in relation to the Vision 2030*: We are very interested in the development of the Master Plan and we are glad to be involved at this part of the process. We as a State Department are given the mandate to spear head the Vision 2030.
  - *Stakeholder Consultations*: It is important that all the relevant stakeholders at the local level are involved. How did the SEA study team involve the *mwananchi* at the local level who will be affected by the different development strategies? The report should clearly highlight the ways in which they will be involved. It is important to consider the issues at the local level in the preparation and formulating the strategies (alternatives) to go for in the Master Plan.
  - *Key Informant Interviews (KIIs)*: It is important to note which criteria was used for choosing the informants to the study as well as how you disseminated the survey questionnaire.

Philip Wandera (ERM): On stakeholder engagement, we as a team conducted stakeholder mapping prior to engaging the stakeholders along the corridor that the MP is focusing on. We have held several meetings at the County level in Mombasa, Nairobi, Nakuru, Kisumu and Malaba.

Nato Simiyu (ERM): In the SEA study, engagement is focused differently from a regular EIA. The EIAs that will follow the MP will be required to conduct the engagement at the village level- at this point the participation in development will be more deep and detailed.

MW: All the engagements and public participation were recorded and issues raised were collected and included in the report. KIIs were discussions held in different counties within the national and county offices to understand the different priorities and challenges they face in the corridor. Questionnaires were handed to the meeting participants at the meeting and collected there after following the presentations from both MoTI and the SEA team.

The SEA team has indeed considered all issues raised in relation to the best alternative proposed in the study.

- *Eng. Opwapo from the State Department of Public Works had the following comments:*
  - *Other existing plans and infrastructure projects:* Have we considered the development of other infrastructure along the economic corridor such as the Standard Gauge Railway (SGR) being developed with realignments outside the 100km width?
  - *Mitigation to the constraints and impacts predicted:* It is important for the SEA team to include the mitigation measures in the presentation- to the Council of Governors

MW: We have indeed included the different infrastructure projects along the corridor and outside such as the SGR and LAPSSET corridors.

MW: We shall include the mitigation measures in the presentation prior to the Governor's meeting presentation.

Closing:

The meeting was closed by FG, who noted that the Japanese International Corporation Agency (JICA) have conducted a similar successful study in the

Nacara Corridor in Japan, so they do have good insight in the development of the different strategies. FG thanked the ERM team for making time and effort to present to the State Departments. He requested the officers at the meeting write a Memo or email to their colleagues informing them of the ongoing process and asked them to be involved in the actualisation of the Master Plan that eventually will be adopted by all of the relevant State Departments.

The meeting then ended at 10.30 am.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM / MoTI		
PROJECT	MASTER PLAN ON LOGISTICS IN THE N.E.C		
DATE	22ND SEPTEMBER 2016		
VENUE	S. PANAFRIC HOTEL, NAIROBI		
TIME STARTED	11.59 AM	**TIME ENDED**	1.15 PM

Name	Organisation	Designation	Email Address	Telephone No	Signature
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Subject/Ref	Governor's Meeting - Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor, Kenya
Venue	Sarova Panafric Hotel, Nairobi
Date of Meeting	22nd September, 2016
Present	Patrick Ngicuru from the Ministry of Devolution and Planning (MoDP), Brenda Okungu (from the Council of Governors). A.R.O Etyang from the Ministry of Transport and Infrastructure (MoTI), Eng. James M. Kung'u (MoTI), Eng. Francis Gitau (MoTI) and Cedric Ndegwa (MoTI). Geoffrey Njoroge (ERM), Lucy Wangare (ERM), Christine Njoroge (Eco-Plan Kenya), Sylvia Njane (ERM), Haroub Ahmed (ERM), Ogawa Ryosuke (JST), Geoffrey Ochieng (JST), Nato Simiyu (ERM) and Michael Waweru (ERM).
Distribution	To be included in the SEA Report
Date	23 September 2016

Attendance Register follows these minutes.

Introduction:
The meeting started at 11.45hrs local time where Eng. Francis Gitau of the Ministry of Transport and Infrastructure (MoTI) welcomed attendees to the meeting. He informed the meeting that a consultative meeting was to be held with the Governor, whom did not make it to the meeting.

He then welcomed Mr. A.R.O Etyang of MoTI, who gave a brief introduction of the Northern Economic Corridor (NEC), its scope and also the team tasked with the formulation of the NEC master plan. Mr. Etyang noted that as Government, we invite and welcome more development in Africa through the recently concluded Tokyo International Conference on African Development (TICAD VI) Summit led by the Japan Government. It is note about competition; we want to make the Country's vision 2030 as inclusive as possible.

Master Plan Presentation:
Ogawa Ryosuke (OR) of JST gave a presentation of the NEC master plan, the alternatives considered and also the strategies for development.

SEA Process:
Michael Waweru (MW) of ERM introduced the ERM team, appreciated those in attendance, and mentioned that a number of governors were expected to be in attendance, but did not make to attend due to other pressing issues. He also presented the SEA report, its scope and also gave a brief history of ERM. Nato Simiyu (NS) from ERM presented on the environmental issues and Haroub Ahmed (HA) also from ERM gave a presentation on the stakeholder engagement in the SEA process.

Comments/Concerns Raised:	**Response:**
Appreciation of the Meeting and Inclusion to SEA Process. • Mr. Ngicuru (*Min of Devolution*) appreciated the presentation and assured the meeting that the ministry of Devolution is in full support of the master plan. We are committed to the implementation of the Master Plan as it is core to the attainment of the Vision 2030 that the State Department is spearheading. • He also requested that for future presentations, the stakeholders should at least be sent the presentations in advance, so as to be able to interrogate them well. • Ms. Brenda Okungu (*representing the Council of Governors*) apologised on behalf of the governors noting that they happened to have other engagements on the day of the meeting. She confirmed that she would relay the message to the offices of the 29 Governors where the Corridor passes.	Michael (*ERM*): All comments have been noted and we shall share the presentation with the Ministry of Devolution and Council of Governors representatives. We do look forward to getting feedback from the offices represented.

Closing:

Mr Etyang was invited to close the meeting, whereby he thanked all the attendees, and mentioned that it was not possible to organise for another meeting for the governors due to the time limits. He also urged the governor's representatives that were in attendance to brief the governors. He also mentioned that the main donor for the master plan formulation was JICA, and that more donors were expected during the project phases.

He also reiterated that the Government of Kenya, the Council of Governors and the ministries were committed to the implementation of the Master plan. There being no other business, the meeting was adjourned at 1.pm.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM		
PROJECT	SEA FOR NEC MASTER PLAN.		
DATE	04 MAY 2016		
VENUE	IMPERIAL HOTEL - KISUMU		
TIME STARTED	10.30 AM	**TIME ENDED**	

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM		
PROJECT	SEA FOR NEC MASTER PLAN		
DATE	04 MAY 2016		
VENUE	IMPERIAL HOTEL, KISUMU.		
TIME STARTED	10:30 AM	**TIME ENDED**	

Name	Organisation	Designation	Email Address	Telephone No	Signature
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Meeting Minutes

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Subject/Ref	Second Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor (NEC), Kenya
Venue	Imperial Hotel, Kisumu County
Date of Meeting	04th May, 2016
Present	Ministry of Transport and Infrastructure (MoTI), JICA Study Team (JST), ERM and various stakeholders (refer to the attendance register)
Distribution	To be included in the SEA Report
Date	09th May, 2016

Attendance Register follows these minutes.

Introduction

The meeting started at 10.30hrs where Michael Waweru (MW) of ERM welcomed the participants and led them in a round of self-introductions.

Master Plan Presentation:

Jemimah Mbae (JM) from MoTI presented the NEC Master Plan. JM explained the different Master Plan development strategies, namely: *Regional, Industrial and Logistical Strategies*. JM thereafter handed over to Mr. Ogawa Ryosuke (OR) from the JST to present the different alternatives to the Master Plan.

Strategic Environmental Assessment (SEA) Presentation:

MW gave an introduction to the SEA process and noted the work carried out so far in line with the NEC Master Plan formulation. Nato Simiyu (NS) from ERM thereafter presented on environmental, transport and physical planning issues, while Philip Wandera (PW) from ERM presented on socio-economic issues.

Facilitated Discussions

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/ Concerns Raised:	**Response:**
• *Role of Kisumu in the NEC:* Kisumu as a City is strategically located in the western region. What is the role of Kisumu in the NEC?	Geofrey Ochieng (JST) - GO: Kisumu is the central city that will be connecting Kenya to Lake Victoria Ports such as Musoma (Tz), Jinja and Port Bell in Uganda.
• *Standard Gauge Railway (SGR) connection*: What is the relation of the NEC o the SGR from Mombasa?	GO: The essence of the SGR is to connect and transport cargo to and from Mombasa (exports and imports) to Western Kenya and further to Uganda. JM: The NEC is looking at intermodal transport development to make movement of goods and services to and from the stations along SGR more efficient, thus connecting all regions.
• *Feasibility and EAC regional development:* At what level are we in the feasibility to implement these proposals; have the MoTI looked at the dynamics in the EAC region on the oil pipelines (i.e. UG?)	JM: Some of the roads proposed in the MP linking both Uganda and South Sudan are under construction. Eng. Joachim Nyamwaro (JN) from KeNHA: Indeed we are implementing some of the connection roads to South Sudan that links towns such as Nadapal.
• *Government's long term plan:* The government should look into the risks in the long-term plan such as the availability of the goods and services from which the NEC is based on. Uganda can change their minds in putting up their pipeline through Tz that will be risky for Kenya. What is the timeframe for the MP?	JM: We are conducting the MP studies in collaboration/ consultation with Uganda. The reason for us to conduct the MP study is to highlight the challenges that the industries are facing, thus why we have invited the stakeholders to bring them out.
• *Supporting Industries:* We have ailing industries in the Western region that need to be revived- such as the sugar, cotton and leather that could create the viability of the NEC.	JM: The Timeframe for the MP is pegged on the Vision 2030.
• *Air Transport:* Air transport is an issue in the Lake region; someone has to travel to Nairobi to get to Mwanza, Jinja or Musoma. The MP could consider linking the three countries with air transport over the Lake Victoria.	JM: There have been various interventions that aim to solve this such as expansion of the Kisumu airport. The flights within the region have to be driven by demand, and at the moment the airlines do not have the demand. The flights have to be as a result of bilateral agreements between the countries. More flight s will translate to increased trade in goods and services.
• *Kisumu Pier/ Ports:* The government can also look at improving the piers and ports in Kisumu and Nyanza region e.g. *Homa-bay* and *Kendu-bay*. This will improve the trade and industry of fishing- which is a key economic activity. These products could also be exported, thus increasing trade revenue.	JM: The MP is looking out for such suggestion. We have the railway sector looking in to linking the different ports around the Lake to solve the issue. This is part of the inter-modal transport logistics being looked at in the MP. Philip Wandera (PW) from ERM: The economic activities of these areas should be looked in to as a

	key driver to the MP. It is important to relate the regional strategy with the logistics strategy based on actual impact they will have in the local population.
	JM: We are looking at the economic growth of the region and local economy in relation to the transport strategy. The strategies are not being done in isolation as we are consulting with other sectors.
• *Similar Corridors in Africa or World:* The NEC will aim to run across the African continent, do we have examples of similar corridors in the world? The MoTI should look into key learning points from previous studies done elsewhere.	JM: We shall look out for similar corridors in the world so learn from through research. You are more than welcome to share some that you may have.
• *Status of the Scoping Report:* What is the status of the scoping report for the SEA; what are some of the key issues that the SEA team have assessed?	MW: The Scoping Report has been approved by NEMA. The Report identified the key impacts that will be assessed as part of the SEA Study.
• *Stakeholder representation:* How are the County Governments in the SEA for the MP involved? Why do we have five towns involved in the process and we have 29 Counties along the NEC? The implementing agencies should be involved at an early stage in the MP so that they align their plans with the MP.	MW: The SEA team have met the County representatives from Kisumu as a strategy during Key Informant Interviews so as to share the plans they have for the county. These inputs will also be part of the SEA study report. They were well represented.
• *Climate Change in relation to the NEC MP:* How will the NEC relate to Climate change issues, especially due to the increased pollution along the corridor? These issues should be discussed in the SEA report so that we can have the overview of the issues at hand.	NS: We shall look into how to incorporate Climate change issues in relation to the NEC.
	MW: All comments will be included in the SEA report.
• *Climate change in relation to agricultural production:* The agricultural production of the region is highly dependent on the climate systems- to plant and harvest. The externalities and internalities (dynamics) of agricultural production should be considered in relation to the economics in the industrial strategy as much as the regional strategy of the MP.	
• *Scope of the NEC 100km wide area:* What was the criterion to coming up with the 100km area along the NEC. The MoTI should justify the area.	GO: The 100km area was a limitation that the JICA study team and MoTI deliberately came up with to limit the extent of the buffer zone for planning purposes. It shouldn't be viewed as the only area that the NEC MP will look at as the strategies being formulated will be cross cutting.
	NS: The LAPSSET corridor was assessed with the 100km buffer zone in mind as well during the SEA study.

- *Constraints to the NEC MP:* The environmental issues should not be seen as constraints to the MP. That is the very reason why we look at the National Parks as constraints to road development. The SEA team should re-word the environmental issues as being referred to as constraints.

GO JICA: We shall consider changing the name to "key considerations" as opposed to "constraints"

Closing:

The meeting ended at 14.15hrs with a vote of thanks from MW and a word of prayer from GO.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM / MOTI		
PROJECT	MASTER PLAN FOR THE NORTHERN ECON. CORRIDOR (STRATEGIC ENVIRONMENTAL ASSESSMENT)		
DATE	06 - MAY - 2016		
VENUE	HOTEL LAVANTES, MALABA - BUSIA.		
TIME STARTED	11.15 AM	TIME ENDED	2.20PM

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM.		
PROJECT	SEA FOR NEC MASTER PLAN.		
DATE	05 MAY 2016		
VENUE	VARIOUS STAKEHOLDERS IN BUSIA		
TIME STARTED	—	**TIME ENDED**	—

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM / MOTI		
PROJECT	MASTER PLAN FOR - NEC. (SEA)		
DATE	06 - MAY - 2016		
VENUE	HOTEL LAVANTES MALABA - BUSIA		
TIME STARTED	11.15 AM	**TIME ENDED**	2.20PM

Name	Organisation	Designation	Email Address	Telephone No	Signature
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Meeting Minutes

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Subject/Ref	Second Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor (NEC), Kenya
Venue	Hotel Lavantes, Amagoro- Malaba, Busia County
Date of Meeting	06 May, 2016
Present	Ministry of Transport and Infrastructure (MoTI), JICA Study Team (JST), ERM and various stakeholders (refer to the attendance register)
Distribution	To be included in the SEA Report
Date	09 May, 2016

Attendance Register follows these minutes.

Introduction:

The meeting started at 11.15hrs Local time where Michael Waweru (MW) of ERM welcomed the participants and led them in a round of self-introductions.

Master Plan Presentation:

Jemimah Mbae (JM) from MoTI presented the NEC Master Plan. JM explained the different Master Plan development strategies, namely: *Regional, Industrial and Logistical Strategies*. JM thereafter handed over to Mr. Ogawa Ryosuke (OR) from JST to present the different alternatives to the Master Plan.

Strategic Environmental Assessment (SEA) Presentation:

MW gave an introduction to the SEA process and noted the work carried out thus far in the process in line with the NEC MP formulation. Nato Simiyu (NS) from ERM thereafter presented on environmental, transport and physical planning issues, while Philip Wandera (PW) from ERM presented on socio-economic issues.

Facilitated Discussions

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/ Concerns Raised:	**Response:**
• *Anchoring the NEC MP to agricultural development:* It is important for the MoTI and NEC MP Study teams to look in to rural growth strategies, especially when it comes to agriculture and production.	JM: We are indeed looking at the logistical strategies in line with the industrial potentials of different areas. As a Ministry we are looking at enhancing and promoting exports at the inter-linkage of different growth opportunities/ production areas. Integration of cargo transport to industry and growth production using an efficient *road, rail and water ways* will maximise the agricultural potential of areas such as Busia and the larger Western region- strategically located with neighbouring Uganda. We should appreciate that industries are attracted to well-connected regions and locations, thus we are aiming at enhancing the linkage between them along the NEC promoting growth.
• *Similar Corridors in the World:* Do we have other well developed corridors that we can learn from on similar strategies as we are proposing.	JM: We shall look out for similar corridors in the world so learn from through research. You are more than welcome to share some that you may have.
• *Improving on our corridor:* It is important that we improve our corridors of trade to build our region- by having good infrastructure we will benefit- not only from direct development of the small towns along the NEC, but the long-term investment/ benefit of trade and regional development- compared to South, Western and Northern regions of Africa.	
• *Cost benefit analysis:* Have we looked at the cost benefit analysis of the NEC MP in Kenya in relation to the growth benefits in Uganda.	JM: The NEC MP team has looked at the cost benefit analysis. The comment is noted and it is good that you raised the issue- we need such insight from you as stakeholders.
• We have instances that the Ugandans flood our markets with their goods and services, thus making the market playing field imbalanced; it is cheaper to produce agricultural products in Uganda than in Kenya- due to middle men and high cost of production.	MW: All comments are well noted.
• *County Spatial Plans:* As a County Government, we have key development plans that are in line with the NEC MP, these include: o Proposed Kenya Pipeline Depot in Malaba; o Feasibility studies to establish an airport in Busia; o Highway expansion programme- dualling of sections of the road at	MW: All comments are noted and will be included in the SEA report.

the border post- in line with the One Stop Border Post. Discussions with KeNHA, DFID and British Government; o Proposed developing of the drainage systems in Malaba and Busia towns; o Zoning of the towns especially since it is not planned. • Road network improvement is placed in a budget of KES 350 Million- to tarmac our feeder and interconnecting roads in Malaba and Busia.	
• *Collaboration with the JST and NEC MP teams:* As KeNHA, we have long term planning and development teams that would like to collaborate with you on the strategies. We should have a forum to discuss the overlays of the MP and the plans we have for the short and long-term.	JM: We are always welcome to share ideas with the implementing agencies.
• *SEA Guidelines:* What guidelines is the SEA team using to assess the NEC MP?	MW: We are using the NEMA guidelines for Kenya.
• *Environmentally sensitive areas:* What are the suggested mitigation measures to the constraints the NEC has in relation to sensitive areas along the corridor?	NS: The SEA is a working document as it is being done in parallel with the NEC MP formulation. We are in the process of identifying the sensitivity of the mentioned areas and come up with the mitigation measures. MW: As mentioned in the presentation, the SEA as a tool is limited to the Plans, Policies and Programmes, thus the mitigations that we will proposed are at a high level.
• *Kenya Rural Roads Authority (KeRRA) projects in the region:* The authority has various programmes that are in different levels of development in western region including: o Tarmacking of the rural to urban roads in Busia County; o Construction of scale bridges crossing River Nzoia at different crossings o Rehabilitation of various feeder roads such as the Malaba- Angurai-Kagembe Road; Bungoma-Mungache- Busia road (improvement plan); o Ongoing rehabilitation of the Rwambo- Budalangi- Nomalo-Rwambwa road.	MW: All comments and road development are noted.
• *Road reserve and Compensation issues:*	PW ERM: We have noted the concern and we shall

Community benefits and compensation are key issues that will be expected looking at past history of roads development. The SEA for the NEC MP should look at the social impacts that would be triggered by the implementation of the plan.	indeed highlight the social issues in detail in the SEA report.

Closing:
The meeting ended at 14.20hrs with a vote of thanks from MO and a word of prayer.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	MoTI/JST		
PROJECT	SEA for the NEC Master Plan		
DATE	09/05/2016		
VENUE	Best Western Creekside, Mombasa		
TIME STARTED		TIME ENDED	

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	MoTI/JST		
PROJECT	SEA for the NEC Master Plan		
DATE	09/05/2016		
VENUE	Best Western Creekside, Mombasa		
TIME STARTED		TIME ENDED	

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Subject/Ref	Second Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor (NEC), Kenya
Venue	Best Western Creekside, Mombasa
Date of Meeting	09th May 2016
Present	Ministry of Transport and Infrastructure (MoTI), JICA Study Team (JST), ERM and various stakeholders (refer to the attendance register)
Distribution	To be included in the SEA Report
Date	18th May, 2016

Attendance Register follows these minutes.

Introduction

The meeting started at 09.30 hrs where Wanjiku Githinji (WG) of ERM welcomed the participants and led them in a round of self-introductions.

Master Plan Presentation:

Jemimah Mbae (JM) from MoTI presented the NEC Master Plan. JM explained the different Master Plan development strategies, namely: *Regional, Industrial and Logistical Strategies*. JM thereafter handed over to Mr. Ogawa Ryosuke (OR) from the JST to present the different alternatives to the Master Plan.

Strategic Environmental Assessment (SEA) Presentation:

WG gave an introduction to the SEA process and noted the work carried out so far in line with the NEC Master Plan formulation. Nato Simiyu (NS) from ERM thereafter presented on environmental, transport and physical planning issues, while Philip Wandera (PW) from ERM presented on socio-economic issues.

Facilitated Discussions

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/ Concerns Raised:	**Response:**
• *Kenya Maritime Authority*: What plans are there to stimulate trade through the inland waterways e.g., Lake Victoria in Kisumu is not being utilised while in Europe they use navigable rivers	JM : There are various studies underway which are informing MoTI. This will ensure what is being produced goes beyond Kisumu. OR: The Master Plan is looking at the development of a multimodal corridor, so modes of transport such as train and roads are also being considered.
• *David Obura*: There has been no mention of trends in the Master Plan presentation e.g., population growth, trade etc. to establish how this infrastructure will serve the population.	WG: Population trends will be addressed as part of the SEA and will be shown in the ERM SEA Presentation
• This logistic proposal that connects many things together is commendable and much needed, but why is it only MoTI? Isn't this an inter-ministerial project?	JM: The technical steering group has a very good representation of various Ministries
• The Master Plan should also have more innovative ideas, instead of focusing on products and sectors such as agriculture and mining	JM: The comment on innovation has been noted.
• *NTCCA:* At what stage are the proposed Master Plan projects shared?	JM: We are not looking at the project as yet, it is more of a guide as to what would hinder the development of projects. The Master Plan will inform as to the types of projects, while the SEA will inform as to the viability of these projects.
• *NEMA:* Looking at the Master Plan and the various strategies to be implemented at County level, when will there be a link between the Counties to ensure good implementation	JM: The Counties have been invited to the stakeholder meetings (SHM) and were also consulted through Key Informant Interviews (KII) by the SEA team.
• *NEMA:* The SEA Presentation did not build scenario or comment on the alternatives provided in the Master Plan	PW: As the constraints mapping is now complete, the SEA team will analyse the alternatives and link to the potential opportunities
• *Kenya Maritime Authority:* How will the SEA consider transboundary conventions/legislation?	NS: the SEA team will carry out a review of other plans, conventions and legislation as part of the Study, then develop mitigation measures against the gaps
• *David Obura:* The SEA team should look at development options not only constraints as well as how to influence and gain support. What about the development of regional hubs, western tourism circuit?	PW: The presentation was only a summary of the SEA. All these have been/will be considered
• *Water Hyacinth:* The hyacinth, especially around Lake Victoria can affect navigation, what is being done about this?	PW: the SEA team consulted the Port Management in Kisumu County as they also though that the hyacinth would be constraint, but found the Port Management already had ideas on harvesting hyacinth and using it as an asset

Closing:
The meeting ended at 13.00 hrs with a vote of thanks from WG and a word of prayer from GO.

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Subject/Ref	Second Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor (NEC), Kenya
Venue	Merica Hotel, Nakuru County
Date of Meeting	11 May, 2016
Present	Various Stakeholders- Refer to the Attendance register for those in attendance
Distribution	To be included in the SEA Report
Date	13 May, 2016

Attendance Register follows these minutes.

Introduction:

The meeting started at 10.00hrs Local time where Michael Waweru (MW) of ERM welcomed the participants and led them in a round of self-introductions.

Master Plan Presentation:

Jemimah Mbae (JM) from the MoTI presented the NEC Master Plan. JM explained the different Master Plan development strategies, namely: *Regional, Industrial and Logistical Strategies*. JM thereafter handed over to Mr. Ogawa Ryosuke (OR) from the JICA Study Team (JST) to present the different alternatives to the Master Plan.

Strategic Environmental Assessment (SEA) Presentation:

MW gave an introduction to the SEA process and noted the work carried out thus far in the process in line with the NEC MP formulation. Nato Simiyu (NS) from ERM thereafter presented on environmental, Lucy Wangari (LW) on Urban Planning concerns, Sylvia Njane (SN) on transport planning, while Philip Wandera (PW) from ERM presented on socio-economic issues.

Facilitated Discussions

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/ Concerns Raised:	**Response:**
• *Good development planning:* The NEC MP is a good tool to plan forward development in Kenya. We should have had the same for the SGR. It is important to look at the planning process in a participatory manner such as this one.	MW: All comments are noted.
• *Incorporation of current development interventions:* The Nakuru County has several development interventions such as the designing bypasses, interchanges at Njoro turn-off as a solution to congestion as the town grows. It is important for the MP too look into the current plans the County has to harmonise the efforts.	JM: We are aware of the development changes ongoing in Nakuru as we have been in consultations with the various agencies and stakeholders involved. We are in discussions with other stakeholders such as County Governments, line ministries. We are also identifying the key gaps in regulatory frameworks in line with the MP.
• *Sourcing the literature in the MP:* It is important to quote the relevant sources of information quoted in the MP. What is the scope of the SEA, do we have mitigation measures for the identified constraints?	JM: We have noted the comment; all sources of information are noted in the actual report. PW: We are in the process of formulating the mitigation measures for the identified issues. We are going to give recommendations to the JST on the strategies they are proposing.
• *Qualifying the Cities along the NEC:* The MP and the SEA should define the qualification used to define areas as towns, cities or centres. We should add in other towns in the planning that have good potential for growth in various industries e.g. Nyahururu, Nyandarua, Olkalau- with agricultural products in plenty, Magadi/ Kajiado- with magadi soda resource, Narok- that has tourism. We can also incorporate the Geothermal development in Naivasha.	JM: All comments are noted. We shall give considerations to the towns within the regions along the corridor.
• *Cost of production as the key driver:* The MP should look at the strategies to reduce the cost of production in the region so as to increase the supply of the goods and products from South Rift region. This will make the NEC more viable being the enabler to development.	JM: The NEC aims at exactly that. By reducing the cost of transporting produce to the market, the cost of production will further go down and enhance trade improving both local and regional growth. Our aim is that we have an inter-modal transport system that reduced the cost of logistics and increasing accessibility to local markets.
• *Oil Pipeline connection:* How is the NEC connected to the ongoing plans to get the Uganda pipeline connected through Kenya?	JM: The NEC logistics strategy is looking at interlinkages with current and future inter modal development across Countries and within Kenya.
• *Dairy and Leather Industry:* The dairy and leather industry should be looked as a major	JM: All comments have been noted. We are aware that we have the potential to produce more in the

industry in the region that needs revival. It's a major industry in other countries such as Ethiopia; Kenya could be a major exporter of leather. We have the leather industry development in Kithaini- i.e. a tannery	dairy industry other than milk. We are looking at improving other products such as leather, beef and milk products. We will look at the potential of the mentioned industries critically in formulating the MP.
• *Impact on the Lake Nakuru National Park (LNNP):* The NEC could have a huge impact on the LNNP as some of the by-passes are proposed through the National Park. The MP team should look at different areas to by-pass the town. The park is more sensitive as compared to the Nairobi National Park- of which a by-pass was commissioned to cross; this is due to the Nakuru Park's size and ecosystem. The Park brings a lot of revenue to the Country as well as the County, the issue should be highly considered. The Park already has the Kenya Pipeline Corporation pipeline crossing through it. This poses a risk to the park in the case of oil spills and the impact it would have on the biodiversity/ ecosystem that is sensitive.	JM: The impacts to sensitive ecosystems have been looked at by the SEA study team. NS ERM: We have identified Lake Nakuru as a sensitive area and included it in the SEA report. We have noted the potential impact given and we shall include it in the impact assessment currently being done by the SEA team.
• *County Government Plans:* The County Government has various plans that are linked to the NEC MP. The JST should integrate the plans. The communities should be made aware in the planning phase as there are various investments being done along the existing A104- e.g. small scale industries, housing and commercial plots development. All the Macro and Micro plans should be integrated.	GO: All comments are noted. The SEA team has been having meetings with the County Governments to understand the spatial plans they have in mind. G. Njoroge ERM Planner: We are aware that the County Government is developing a spatial plan.
• *Time Frame for the MP:* What is the timeframe for the NEC MP? Is it going to be implemented in phases? Some of the planned developments could be devolved to the Counties.	JM: The NEC MP is based on the Vision 2030 timelines. The MP will be implemented in phases.
• *Road/ Rail reserves:* The road and rail reserve are currently being strained as people encroach on them. What is the plan for the NEC to curb this? Will the implementing body acquire more land for the planned developments? Currently NEMA County office is approving various plans along the corridor within the private	G. Njoroge ERM Planner: We are aware that the County Government is developing a spatial plan, we shall incorporate the dynamics in the road reserve changes and land use along the NEC.

land adjacent to the A104. Availability of land could be a challenge in the future based on the planned NEC.	
• *Security along the NEC:* The NEC MP should look into the security situation along the corridor. Some projects have been stopped due to security as a constraint.	PW ERM: The security issues have been looked at as constraints to the NEC MP in the SEA report. We shall include the comments noted.
• *Stakeholder Representation:* The SEA should include more stakeholders in the meetings such as Civil Society and NGOs working along the corridor. This will ensure that decision making process is inclusive.	PW: The SEA is being done in parallel with the formulation of the MP for the NEC, thus issues being raised are being incorporated at different levels from different engagement processes including the website. The SEA team has met several other stakeholder groups during the key informant interviews and consultation forums.
• *Socially vulnerable groups within the community:* It is important to assess the issue of vulnerable groups in the society within the SEA for the MP.	PW ERM: We have looked at the vulnerable groups as social issue and the comment will be included in the SEA.
• *Climate Change Impact and relation to the NEC MP:* It is important to analyse the carbon footprint of the country in relation to the NEC, assessing the impact the corridor has on climate change. How are we going to 'green' our transport strategy?	JM: The SEA team will look into assessing the climate change issues. NS: We shall consider assessing the Climate change issue in the report in line with the NEC.
• *Transport safety:* We should adopt safe lanes for bicycle, motor cycles and walk ways for pedestrians to make the roads safer.	JM: We will look at collaborating with County governments and Kenya Urban Roads Authority (KURA) who are charged to design proper lanes for non-motorised transport. All comments have been noted.

Closing:
The meeting ended at 14.14hrs with a vote of thanks from Michael Waweru-ERM and a word of prayer from GO.

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JICA STUDY TEAM		
PROJECT	SEA FOR THE NEL MASTER PLAN		
DATE	11. MAY. 2016		
VENUE	MERICA HOTEL, NAKURU		
TIME STARTED	10.00 HRS	TIME ENDED	14.14 HRS

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NAKURU COUNTY KII

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STAKEHOLDER CONTACT REGISTER

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DATE	20/04/2016 – 21/04/2016 – 26/04/2016.		
VENUE	VARIOUS OFFICES – COURTESY CALL MEETINGS.		
TIME STARTED		TIME ENDED	

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JST/MoTI		
PROJECT	SEA for the Formulation of the NEC Master Plan		
DATE	13/May/2016		
VENUE	Silver Springs Hotel		
TIME STARTED		TIME ENDED	

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STAKEHOLDER CONSULTATIVE MEETING REGISTER

CLIENT	JST / MoTI		
PROJECT	SEA for the Formulation of NEC Master Plan		
DATE	13/May/2016		
VENUE	Silver Springs Hotel		
TIME STARTED		TIME ENDED	

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Meeting Minutes

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Subject/Ref	Second Stakeholder Meeting of the Strategic Environmental Assessment (SEA) for the Formulation of a Master Plan on Logistics in the Northern Economic Corridor (NEC), Kenya
Venue	Silver Springs Hotel, Nairobi
Date of Meeting	13 May, 2016
Present	Various Stakeholders- Refer to the Attendance register for those in attendance
Distribution	To be included in the SEA Report
Date	18 May, 2016

Attendance Register follows these minutes.

Introduction:

The meeting started at 09.50 hrs Local time where Wanjiku Githinji (WG) of ERM welcomed the participants and led them in a round of self-introductions.

Master Plan Presentation:

Jemimah Mbae (JM) from the MoTI presented the NEC Master Plan. JM explained the different Master Plan development strategies, namely: *Regional, Industrial and Logistical Strategies*. JM thereafter handed over to Mr. Ogawa Ryosuke (OR) from the JICA Study Team (JST) to present the different alternatives to the Master Plan.

Strategic Environmental Assessment (SEA) Presentation:

WG gave an introduction to the SEA process and noted the work carried out thus far in the process in line with the NEC MP formulation. Nato Simiyu (NS) from ERM thereafter presented on environmental, urban planning and transport planning issues, while Philip Wandera (PW) from ERM presented on socio-economic issues.

Facilitated Discussions

The points raised during the presentation were discussed in more detail during the facilitated discussion that followed. These points as well as further points raised and discussed are recorded below.

Comments/ Concerns Raised:	**Response:**
Edwin Ngunjiri, Green Belt Movement: • What criteria was used to select Stakeholders in the last round of meetings? • Who is funding this Master Plan? • The existing infrastructure in the agricultural areas selected by the Master Plan is lacking. • What is the job creation strategy? (The current government (Jubilee) promised the youth jobs but wouldn't the modal shift (road to rail) compromise this?) • On value addition, in Uganda plastic packaging is not permitted whereas in Kenya it is, therefore why is Kenya promoting plastic? • How will the Master Plan vision be achieved? • How were the secondary cities selected (e.g., Mwingi)?	WG: • The SEA presentation will expand on the stakeholder engagement and mapping. JM: • Due to the Government of Kenya (GoK) budget deficit, we have to source for alternative funding, so the Master Plan is being funded by JICA. • The Government will start on improving the existing infrastructure before any new projects. We understand that there are some areas that are not well connected and we will therefore need to ensure investment in development. • With regards to the vision, the Master Plan is not being developed in isolation but with other sectors being involved, including technical/steering committee meetings and the stakeholder meetings • Mwingi was selected due to presence of coal. These are not actual cities as such, but regions that will benefit from the corridor. OR: • The demand for human capacity will increase due to the modal shift and as the economy grows
Wanjiku Manyara, PIEA • Has any attention been paid to the Petroleum Master Plan, as it for example, identifies similar strategies. Especially with regards to the proposed interactions with the Ports • Since the NEC MP is planning for product pipeline has it considered the petroleum master plan, which identifies all possible routes? • Where do the special economic zones fall in this MP (NEC)?	Steve Mogere, JICA (SM) • Yes, we looked at a lot of strategy documents, especially at the Port where JICA has invested heavily. JICA funded projects include the SEZ Master Plan, Mombasa Gate City master Plan, etc. JM • We are also consulting with other sectors on what they have/existing PPPs
Peter Nawiri, Kenya Water Institute • In the logistical strategy what is the role of the government in terms of investment in the transport sector? Does the Master plan consider the statistics of numbers of trucks into Kenyan roads annually? Does this link to the Government role? • Safety should be integrated into the vision of	JM • The table in the presentation made reference to trucks and there is a lot of data that was collected that has not been included in this Presentation but is available in the reports which can be found on the MoTI website. WG • The SEA will address issues of health and

the Master Plan	safety, a summary of which is in the ERM presentation.
SM (JICA) • It is important to note that the NEC is about integration and what is right for logistics – i.e., the right product, on time, in the right place. Do we have enough infrastructure to respond to demand so that the farmer can avail his/her goods on time?	Noted
Naftal Moibi, RVR • Are there any plans to ensure the regulations being developed before 2017 with regards to SGR are affective when the railway starts operating?	JM: • Mainly it is the government to implement, but the team is consulting with the various stakeholders for awareness of what is in the master plan, and align with their regulations.
Dan Mihadi, Transport Workers Union • Does the Master Plan consider the development of stop overs that are properly manned (e.g., rest rooms and clinics)? • How do we catch up or obtain the findings of the first stakeholder meetings?	JM: • Yes, the amenities are there as the team is looking at the current inadequacies along the corridor.
Fred Baraza, Nature Kenya • I would have liked to have seen the Scoping Report and whether the SEA Team identified any parks, reserves, IBAs that may be affected • Have species been considered in the SEA? • Invasive species should also be considered by SEA particularly the Indian House Crow. • Even though the SEA is using data from IUCN, the data on birds is provided by BirdLife from Nature Kenya.	WG: • Yes, the Environmentalist has identified all of these as part of his baseline study and is part of the SEA team's presentation NS • Species have been considered, however due to the high number of species the SEA focusses on sensitive species as defined by IUCN's Red List System. • Invasive species have also been considered and a total of 61 invasive species have been identified including the Indian House Crow. • All data that has been used in the SEA has been attributed accordingly. The reference to IUCN is on the Red List System for categorizing species sensitivity.
Japhet Ogutu, KARA • In the alternative transport routes presentation by JST, has the team carried out a cost benefit analysis (CBA)? What is the best alternative?	JM: • A socio-economic analysis was carried out to inform the team. A CBA will also be carried out. OR • JST analysed all 3 option and found Alternative C the best, even with issues of time, high cost and human capacity.
SM (JICA) • With regards to the various scenarios presented by JST: o Alternative A: Super Double-Core Type – is looking at mainly	Noted

expanding roads,
    - Alternative B: Double-core with Regional Industrial Promotion Type is concentrating on the development of industrial parks, etc, which is happening anyway
    - Alternative C: Multi-core with Regional Industrial Development Type – with the heavy investment on the SGR, we must add value. A lot of empty containers/cargo comes back to the port which is very expensive when it could take goods back to the port.
- Transport can influence the direction of the country.
- The NEC is in the top 10 corridors in the world and in the top 3 within Africa
- There is no Kenyan Policy on logistics

Wanjiku Manyara, PIEA

- There seems to be a concentration on developing secondary cities when the devolved government is meant to do that.
- Also re-emphasising that the Consultants should review the Petroleum Master Plan which takes all this ancillary infrastructure/development into account, including the development of cities.

SM (JICA)

- The need to link more with the Petroleum Master Plan has been noted

Edwin Ngunjiri, Green Belt Movement

- The NEC Master Plan is a good idea but the selection of secondary cities seems political and can lead to political sabotage. Shouldn't it then be left to the Counties to decide/develop them?

SM (JICA)

- There has been no selection of cities as such. This process was carried out to establish the demand that will come and purely a scientific analysis. Looking at e.g., what will Mwingi need once they start developing coal? In terms of transport and logistics

Japhet Ogutu, KARA

- The NEC MP should take a devolution angle and be interlined with Counties

Edwin Ngunjiri, Green Belt Movement

- The SEA team gave a good presentation
- What about the key conservation organizations/stakeholders, not in today's forum were they invited?
- The New Constitution (Articles 42, 70 and 69) dictates on how translocation should be carried out, how will people be resettled?
- The National Forest Program (Ministry of Environment) has a lot of information that the SEA team can use.

PW

- Many other key stakeholders were invited to the meeting. We will upload the Stakeholder Engagement Plan and database on the MoTI website so that you can see who else was invited to the meeting
- We have noted about the National Forest Program

WG

- Resettlement is always the last option. The SEA will look into providing alternatives at

this early stage, to resettlement.

Angela Kabiru, National Museum of Kenya (NMK)

- NMK has a lot on information on archaeological and cultural heritage sites that is available to the public. It is a very comprehensive list for the entire Country

PW

- The list of archaeological and cultural heritage sites that the SEA team is using was indeed provided by NMK

Fred Baraza, Nature Kenya

- The SEA presentation gave information/considered the IUCN red list, IBA, etc., but what about invasive species?
- Is there community awareness of this Master Plan? Community Environment Education is required by EMCA but I haven't seen this in the SEA PPT.

NS

- We did look at invasive species as part of the TOR

WG

- The PPT is just a summary presentation of what data the team has collected. All other information will be provided in the SEA Report.
- The SEA Engagement is being carried out a very high-level. All the proposed projects resulting from the Master Plan will undergo project specific ESIA and at that time, there will be community involvement.

Closing:

The meeting ended at 13.30 with a vote of thanks from WG and a word of prayer from GO.

Annex E3

Photos of the Consultations

Figure 1: SEA Scoping Stakeholder Meeting in Nairobi, 02nd November 2015



Figure 2: SEA Scoping Stakeholder Meeting in Mombasa, 04th November 2015



Figure 3: SEA Scoping Stakeholder Meeting in Nakuru, 06th November 2015



Figure 4: Busia County Government SEA Scoping, 10th November 2015



Figure 5: SEA Scoping Stakeholder Meeting in, 11th November 2015



Figure 6: SEA Scoping Meeting with KAM and KNCCI, 10th November 2015



Figure 7: The ERM presenting the SEA to the PS, Infrastructure in July 2016



Figure 8: Meeting with Joint Principal Secretary Representatives, 01st September 2016



Annex E4

PowerPoint Presentations



Presentation By J. Mbae Creekside Hotel Mombasa, 4th November, 2015

OVER VIEW OF THE MASTER PLAN ON LOGISTICS IN NORTHERN ECONOMIC CORRIDOR

STRUCTURE OF THE PRESENTATION

1. Introduction
2. Objectives & Structure of Study
3. Regional Profiling of Northern Economic Corridor (NEC)
4. Logistics and Related Infrastructure Review in NEC
5. Industry and Supporting Infrastructure Review in NEC
6. Implementation Review
7. Way Forward

1. Introduction

Definitions

Northern Corridor

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterway transport. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC).

The road network also links Kenya and Uganda to Juba in South Sudan. The importance of the Northern Corridor is increasing and the current combined transit and transshipment traffic through the Corridor has been growing at a rate of 20 percent annually.

Master Plan

- It is abroad framework that guides development decisions within a city or a region over a relatively long period of time.
- It aims at achieving optimal spatial coordination of different human activities for the enhancement of quality of life.

Cont'

- Vision 2030, the Kenyan development blueprint aims to transform Kenya into a newly industrialized country providing a high quality of life to its citizens.
- Vision 2030 aspires for a country interconnected by a network of roads, railways, ports, airports and telecommunications such that no region can be referred to as "remote"
- To address Kenya's economic growth challenges and thereby creating more opportunities for everyone, six priority sectors have been targeted to raise the national GDP growth rate to 10% by 2030.
- However, obstacles in Northern Corridor, such as inadequate infrastructure, poor interconnectivity of modes, long delays (stagnation) of cargo at the port and border post, raise the transport cost within the Corridor, which accounts for about 30% of the value of the goods.

- In this context, the Government of Kenya and Uganda requested Government of Japan to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development.

2. Objective and Structure of the Study

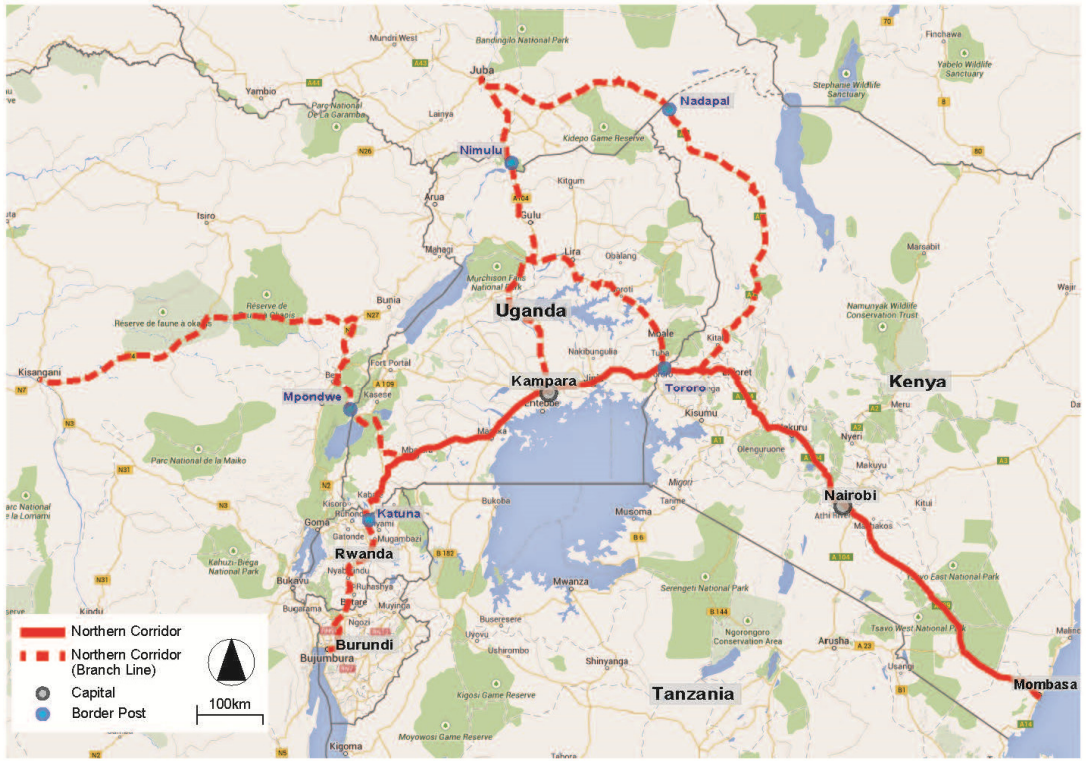
Objective

To formulate a Master Plan on Logistics for Northern Economic Corridor, along with integrated regional development strategy consistent with sub-regional development plans and national development plans with the target year being 2030.

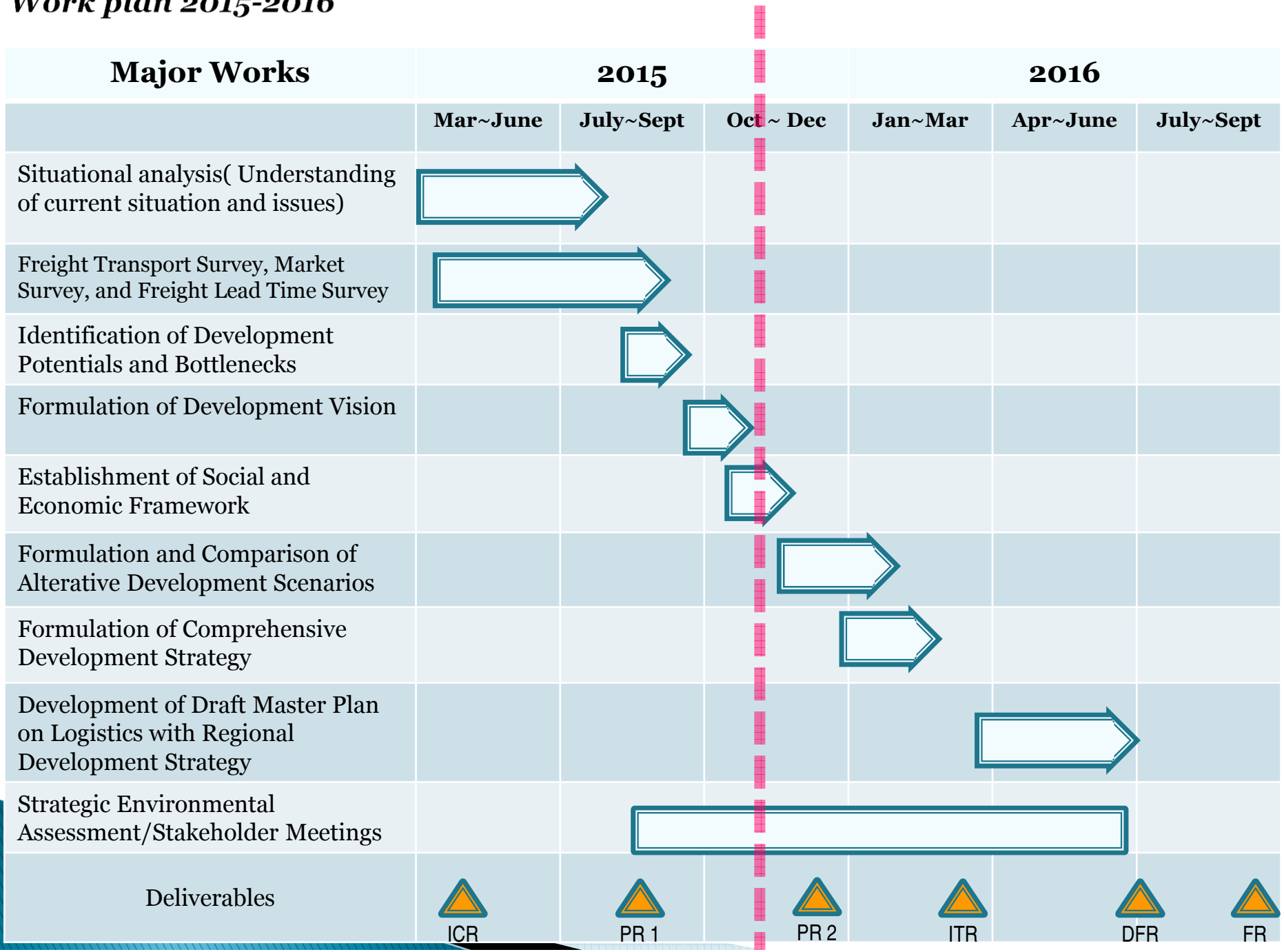
Target Area

The target area of the study will cover the following routes with its surrounding area.

- Main route: Mombasa-Nairobi-Tororo-Kampala-Katuna-(Kigali/Rwanda)
- Sub-route: Eldoret - Nadapal – (Juba/South Sudan)
- Sub-route: Tororo - Gulu – Elegu – (Juba/South Sudan)
- Sub-route: Kampala- Gulu – Elegu – (Juba/South Sudan)
- Sub-route: Mbarara- Mpondwe– (Kisangani/D.R.C)



Work plan 2015-2016



Deliverables

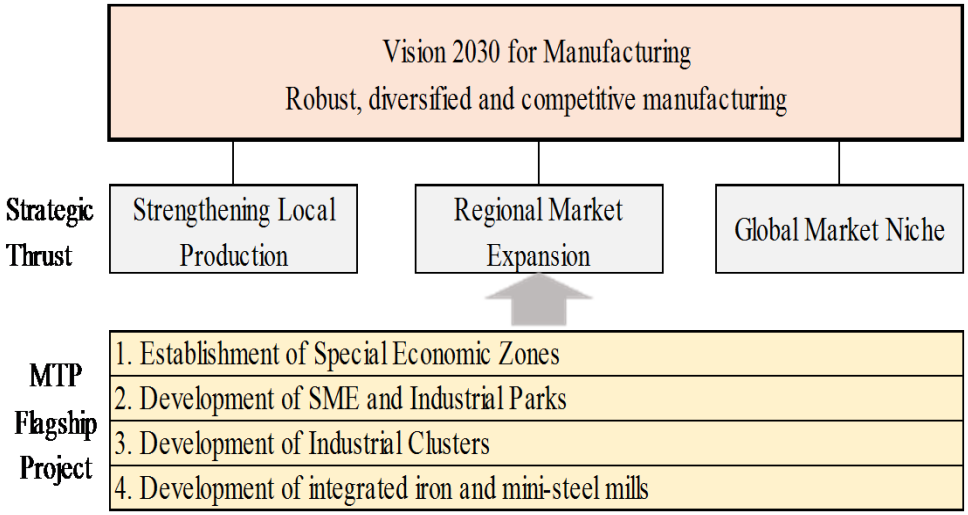
Report	Main Contents	Timeline
1. Inception Report	• Plan and Deliverables	April 2015
2. Progress Report No.1	• Situation Analysis and Preliminary Assessment of Current Bottlenecks	August 2015
3. Progress Report No.2	• Bottleneck and Potential Assessment • Framework of Regional Economy and Logistics Development	December 2015
4. Interim Report	• Comprehensive Development Strategy for Northern Economic Corridor	February 2016
5. Draft Final Report	• Draft Logistics Master Plan with Regional Development Strategy	June 2016
6. Final Report	• Final Logistics Master Plan with Regional Development Strategy	September 2016

3. Regional Profiling of Northern Economic Corridor

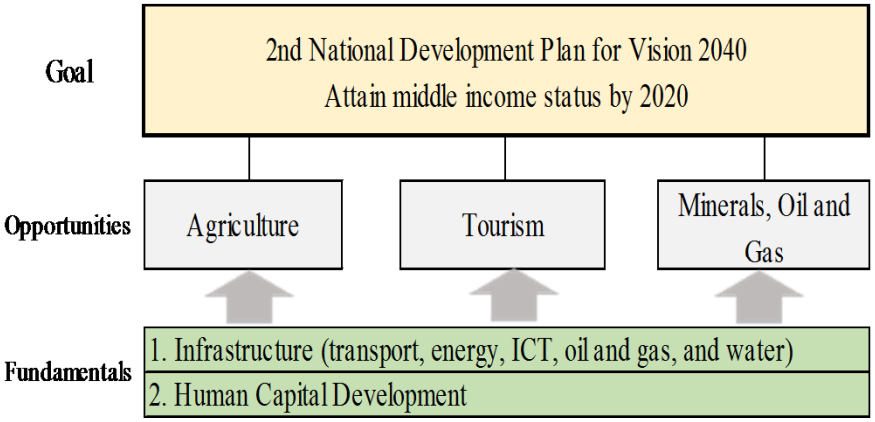
- Kenya's urbanization level stands at 25% compared to 18% for Uganda
- Kenya's urban centers within 50km from the main route of NEC consist of 66% of its urban population while that of Uganda is 64% and there is potential for cities along the corridor to grow**.**
- Kenya's GDP has the highest share (50.2%), though the average growth becomes slowdown.
- Uganda's GDP has the third highest share (19.5%), their average GDP is also third, though it's reducing gradually.
- EAC remains big destination for Kenya's as well as Uganda's export.
- Development plans of major cities were made or are being made based on Kenya Vision 2030 and Uganda Vision 2040.
- Urbanization levels of Kenya (25%) and Uganda (18%) are still much lower than high and middle income countries.
- To promote urbanization more efficiently, existing major cities should be developed with effective linkages with other cities and connects to NEC

Cont'

Kenya has a Vision to make the country a Top Logistic Hub in the Growing Regional and Other Emerging Markets, while Uganda has a Vision to improve trade facilities with economic developments.



Vision and Strategy for Manufacturing Sector in Kenya



Vision and Strategy for the 2nd National Development Program in Uganda

- EAC is the largest destination for export both for Kenya and Uganda, comprising 23% and 29% respectively of total export, and having the potential to expand further.
- Designing infrastructure around production zones and sites to underpin agricultural and mineral processing along the Corridor is the key vision for infrastructure development.

4. Logistics and Related Infrastructure Review

Transport Infrastructures on NEC

Infrastructure	Number	Distance	Notes
Road	5 routes	4,830km	Including 4 branch lines Main line is the route on Mombasa-Nairobi-Kampala-Kigali-Bujumbura with a distance of 1,900km
Railway	6 routes	3,919km	Including two new lines Not including Lake transport line
Port	4 ports		Including 3 ports on the Victoria lake (Port Bell, Jinja, Kisumu)
Airport	7 airports		
Border Post	8 border posts		Kenya, Uganda, Rwanda, Burundi, DRC, South Sudan
Inland Depots	6 depots		Kenya, Uganda
Pipeline	3 routes	1,221km	Mombasa-Nairobi-Eldoret/Kisumu

- The road condition is at a satisfactory level with less than 4 of International Roughness Index (IRI).
- The railway suffered from under investment in infrastructure, rolling stock and equipment.
- Although One Stop Border Posts (OSBPs) have contributed to time saving, trucks still take a lot of time around borders. Bottlenecks are clearly generated by cargo traffic.

Traffic Volume

- Highest rate of cargo traffic is 72% of total traffic volume at Mombasa. The cargo traffic volume is 5,226 vehicles/day.
- Highest total traffic volume is 12,868 vehicles/day between Nairobi and Nakuru.
- Rate of cargo traffic at Malaba (78%) is higher than at Busia (39%). However total traffic volume at Malaba (1,153 vehicles) is less than at Busia (2,256 vehicles).
- Cargo traffic volume at:
  - Nadapal (Kenya / South Sudan) is 9 vehicles which is 27% of total volume.
  - Katuna (Uganda / Rwanda) is 287 vehicles which is 47% of total volume.

Existing and Future Road Traffic Situation

- Cargo traffic is estimated to increase by three times by 2035 based on Mombasa Port Master Plan Study. The capacity shortage is expected on road even after the construction of SGR.
- The current demand requires 4 lanes on the Mombasa road although the lanes are now two with 4 lanes on limited sections.
- Estimated traffic conducted shows that the necessary number of lanes should be more than 8 lanes between Mombasa and Nairobi. It means 6 additional lanes will be necessary in the future.
- In Uganda bottlenecks of road traffic are in city centers of Kampala, Entebbe and Jinja. The passengers' car demand is greater than cargo truck demand

Railway Transport (Meter Gauge)

- After many years of volume declines in railways Uganda and Kenya chose to engage Rift Valley Railways, Ltd. (RVR) to operate and maintain the railway since 2006. Although RVR increased volume and revenue in 2014, it recorded an operating loss.
- RVR has made investments in track, locomotives and wagons funded by debt. RVR has stated that old and shortage of locomotive and wagon are one of the main factors preventing volume increases and improved service. Several operating facilities on the meter gauge system are out of service and cause cargo traffic and profitability to decline

Railway Transport (Standard Gauge Railway Project)

- SGR project is planned to largely mirror the meter gauge system with possible extensions to Juba (South Sudan) and Kigali (Rwanda).

SGR Line Segment	Status
Mombasa-Nairobi	~30% complete; most of the embankments/earthworks are complete
Nairobi-Nakuru-Malaba	3 alternative routes proposed; KRC has recommended one, under consideration by Steering Committee
Kampala-Malaba-Nimule	Design and construction contract awarded
Kampala-Kasese	Feasibility study commissioned.

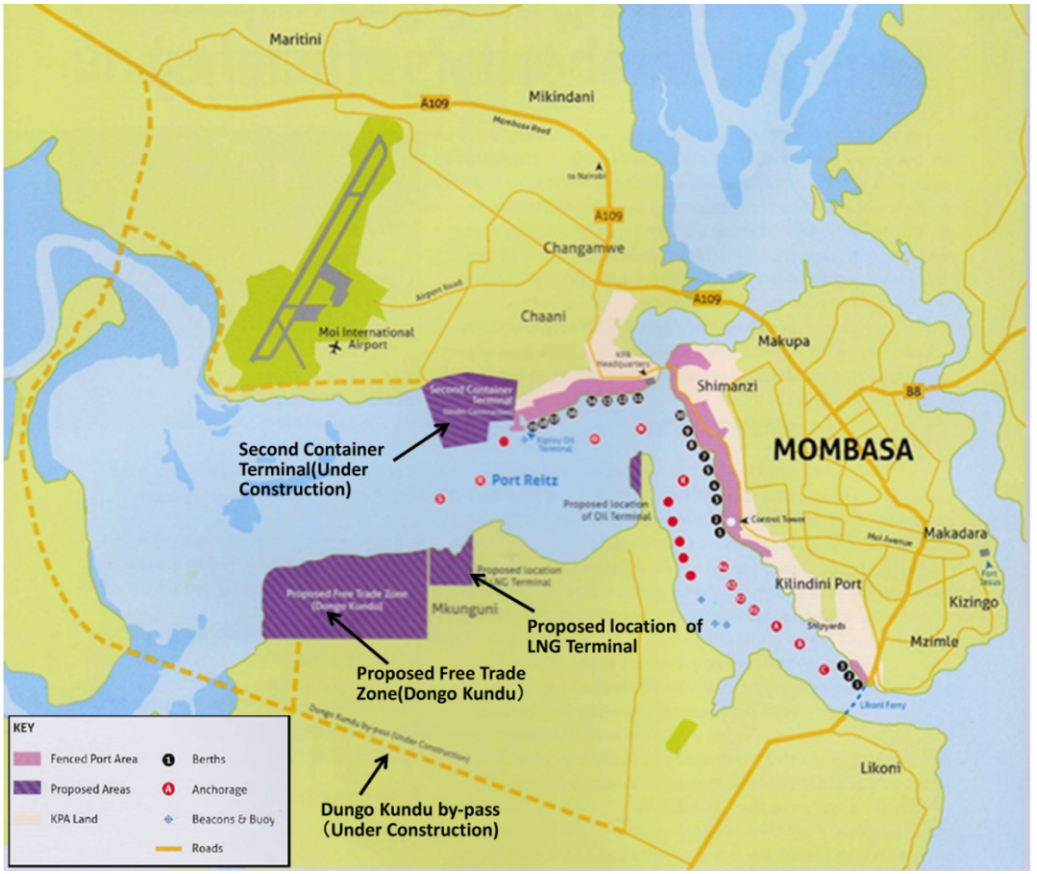
Mombasa Port

Although various improvements have been or will be done for Mombasa Port facilities, accessibility to the port and promotion of modal shift from trucks to railway/pipeline should be considered.

By 2020 the port expects to be handling more than 2.0 million TEUs through Second container terminal, and LNG terminal construction

Construction of a new standard gauge railway linking Mombasa with Nairobi, Kampala and other.

Construction of a southern by-pass for Mombasa linking the south to north coasts



Airport & Waterway

Airport

Both airports of Nairobi and Entebbe have plans to expand the handling capacity for passengers and cargo. In order to promote air cargo handling, the following should be considered.

- Warehouse demand for the goods with a potential as export or import goods by air are important as logistics infrastructure
- Land transport services from the airport by truck and/or railway will comprehensively be planed.

Water way

Under current constrains: lack of boats and old port facilities, it is very difficult to promote water transport. In order to revive the lake transport, the following should be considered.

- Flexible operation by not only rail wagon but also track/car ferry should be introduced to respond to shorter distance demand.
- Kisumu and Port Bell should be well linked with Mwanza port through the improvement of infrastructure of wagon/car ferry port and provision of new vessels including car ferry, passenger vessels.
- Lake Victoria transport could be as an attractive sightseeing ship from Kisumu, Port bell and Mwanza**.**

Import Practice in Kenya

- Transit time from vessel arrival to delivery in Nairobi is assumed to be around 7 days. While over 10 days were required for berthing in past, current berthing time is reduced to 2-3 days. This improvement gives a big contribution to transit time reduction.
- Railway charge is estimated to USD1000-1100/40‘ from Mombasa to Nairobi).Since truck delivery charge is assumed approximately USD1000/40’, rail does not have cost competitiveness.

Export Practice in Kenya

- Long queues for port entry and waiting time for scanning are bottleneck for transit time**.**

Import practice in Uganda

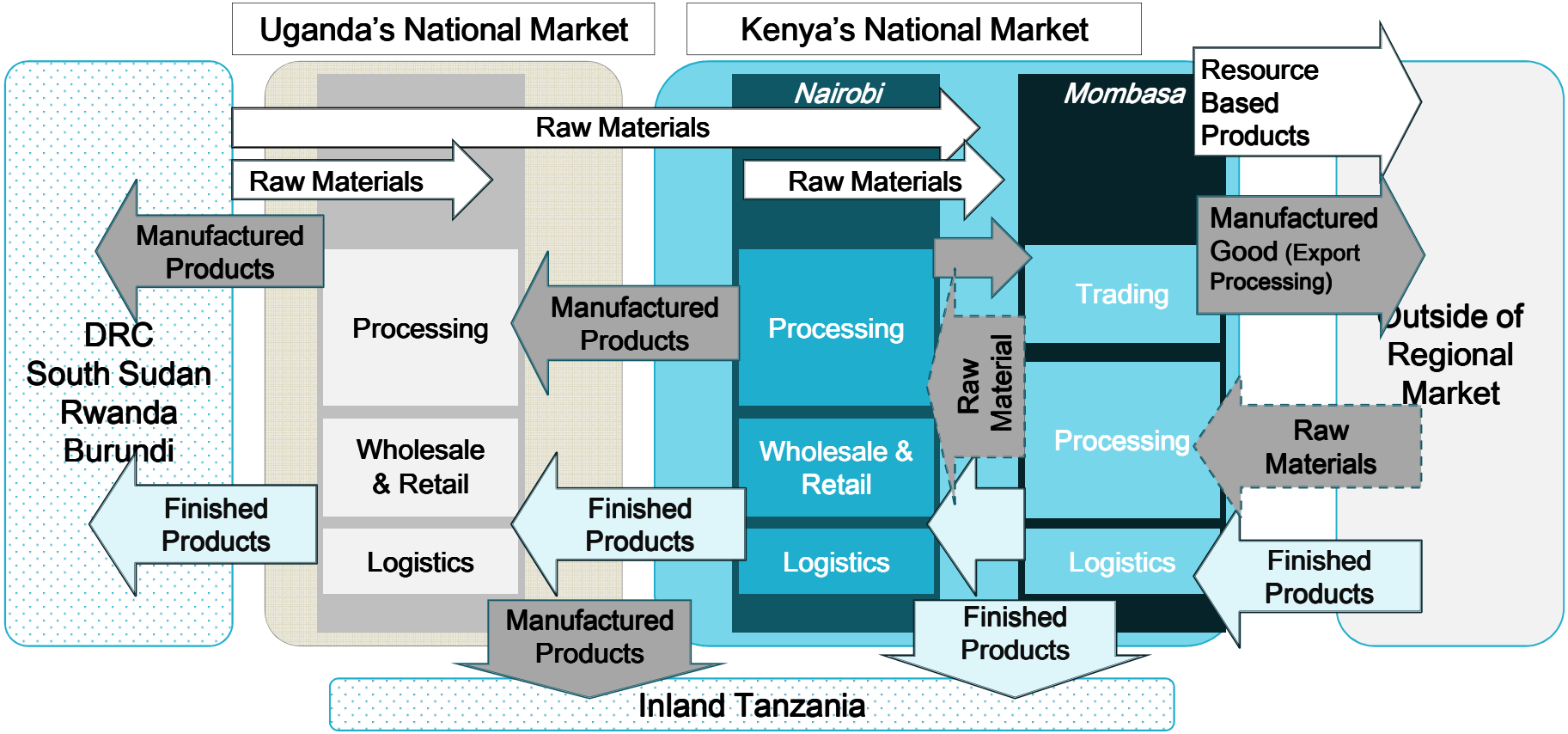
- Although Single Customs Territory (SCT) scheme has been adopted in order to achieve seamless cross border transport, most of general cargo is not transported through SCT and bonded procedure still required.
- It takes approximately 1.5 days for border crossing at Malaba. Long queue on Kenyan side is serious. Night time border crossing is not easy, because cleaning agents operate day time only (customs opens 24 hours/7 days basis).
- Since total rail cost estimated to be USD 2,800/20 feet container and cheaper than truck (USD 3,000/20 feet container), it means that rail can achieve approximately 10% cost reduction.

Export Practice in Uganda

- Export custom procedure does not require long time. In comparison with import, transit time for border crossing is short.
- Long queues at port entry and waiting time for scanning are bottleneck for transit time.
- The transport cost is relatively expensive. If exporters find the empty containers at Kampala, transport cost can reduce significantly.

5. Industry and Supporting Infrastructure Review

Trading and Production - Emerging industrial productions and goods flow along NEC will create opportunities of establishing hubs for value-addition and services.



- NEC Eastward: Hubs that processes the final consumption of various products within and in the surrounding region.
- NEC Westward: Needs of effective handling of resource-based and agro-based goods that are collected in the hubs before exported outside.

Manufacturing Sector in Kenya

- Concentration in Nairobi and its environ for production function with relatively higher technology level than other areas
- Despite the various business costs: Market availability is the basis for the industry.
- Business costs such as logistics costs acts in two ways: i) limit opportunities for other areas far from market centers; and ii) bottlenecks for value-addition

Manufacturing Sector in Uganda

- High concentration in Kampala and along the surrounding areas towards Jinja. Processing industries with gradual increase in export.
- Despite the inland transportation cost, domestic market absorbs most of the products. The export market also shows growth.
- Manufacturing investment has been a major driver of FDI in Uganda.

Agribusiness in Kenya

Although the agricultural area is very limited, the main agricultural area extends along the Northern Economic Corridor. The bottlenecks in terms of quality and quantity in export:

- Scattered production areas with unpaved feeder roads,
- Long time and high charges for issuance of quality certificate,
- Difficulties in expansion of production area and enhancement of productivity due to scarcity of water for irrigation and current land ownership, and
- Lack of capacity by farmers in regards to terms and conditions of the contract they make with buyers.

Agribusiness in Uganda

Almost the whole area is suitable for agriculture. Uganda is a landlocked country so it does not have a competitive superiority compared to Kenya in terms of export through Mombasa port. Therefore, Uganda has to:

- Produce more of the products which Kenya cannot produce in their cultivation area due to limited water availability; example palm, fish, rice, and cotton,
- Concentrate on some products whose supply in Kenya is not sufficient to meet the growth rate of Kenyan demand; example sugar.

Mining and Petroleum Sectors in Kenya

Various mineral and non-mineral potentials have been confirmed. Petroleum was discovered in Tertiary Rift (2012) and Gas in Anza Basin (2014). Both are still under appraisal stage.

- **Mining Sector**: In 2012 the requirement for local investor participation was introduced. In this regard, there should be adequate capital accumulation.
- **Petroleum Sector**: Kenya imports all its petroleum. The recent discovery will impact the overall energy supply plan.
- **Coal Exploration**: Coal exploration and production will contribute to the economies of Kenyan industries as well as surrounding countries, since there is no coal deposit confirmed in these countries.

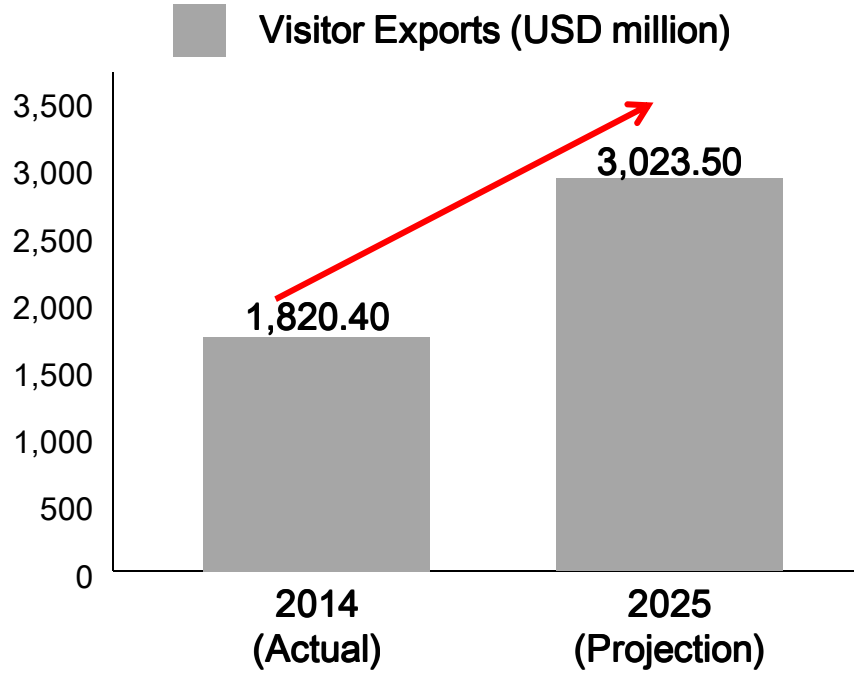
Mining and Petroleum Sectors in Uganda

Mineral industry is currently expanding with the development of increased licenses for exploration of mineral mines. Significant growth will take place in the petroleum sector due to discovery of oil in the Albert Graben.

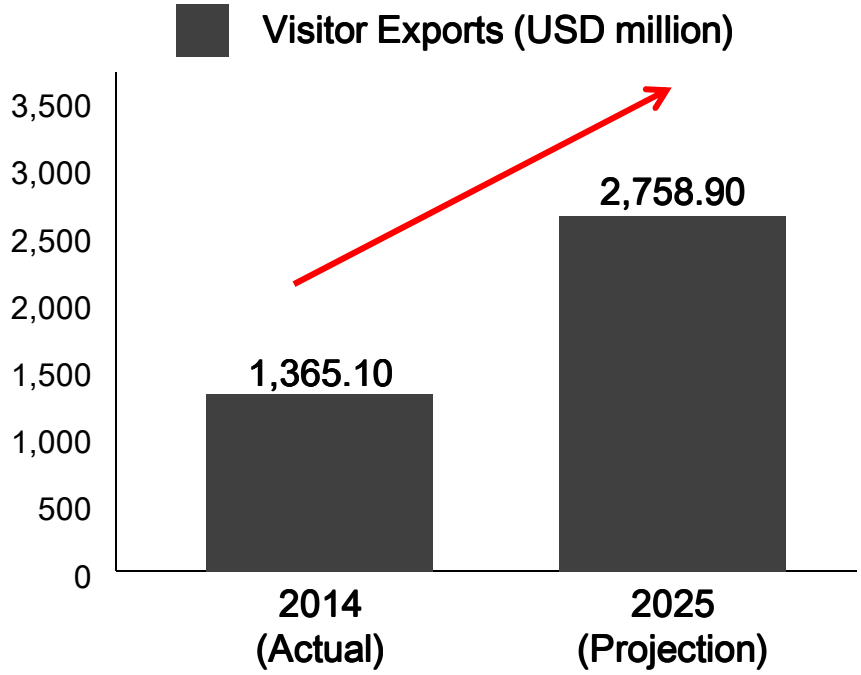
- **Mineral Mining**: The electric power generated by hydro power enables provision of stable power to mining industry . The separation and refining processes are complex and capital intensive, and highly specialized technologies must be introduced.
- **Petroleum Sector**: Nature of the crude oil produced in Albertine Graben is reportedly waxy and naphtenitic but low sulphur. Due to the high pour point and high viscosity, transportation of this crude oil by pipeline will face technical challenges.

Tourism

Expected expansion will largely impact not only the number of tourists, but flow of goods for both Kenya and Uganda.



Visitor Export: Possible Domestic and International Goods Flow in Kenya



Visitor Export: Possible Domestic and International Goods Flow in Uganda

- The movement of the hospitality industries will be further reviewed in order to clarify the challenges.

Power

Currently installed power generation capacities in Kenya and Uganda exceed maximum peak demands. The challenge is implementation of the power projects against future increased demand.

	Kenya	Uganda
Maximum peak demand in 2014	1,512 MW	550MW
Installed power generation capacity in 2014	2,173MW	852MW
Power Source	Hydro power plants (38%), geothermal (27%), petroleum (22%)	Hydro power plants (80%) etc.
Future Peak Demand /Generation Capacity	2,665MW / 4,554 MW by 2018.	1,030MW / 2,500 MW by 2020.
Issues	• Delay of implementation progress of projects, • Under voltage in Western Kenya, • Transmission lines and transformer overloads, • High system losses • Low electrification rate	• Long time process for land acquisition with high cost, • Low electrification rates, High tariff and uncompetitive • High system losses.

Water in Kenya

- Most sub-catchments along the NEC particularly the areas between Nairobi and Mombasa suffer from water deficit even in 2015.
- The NWMP 2030 provided a clear water resources development plan toward 2030. The real issue here is whether it will be implemented by 2030.
- The supply side main issue toward the smooth implementation are: a) social challenges with affected communities.
- The demand side issues are: b) insufficient water saving, and c) high level of non-revenue water.

Water in Uganda

- The overall water utilization rate in 2015 was estimated at 5.3%. The current situation is not severe in a macro perspective.
- Water shortage may occur in some specific areas and/or in some limited seasons.
- Further water balance study on a monthly basis will be necessary

Information, Communication and Technology (ICT) in Kenya

The network is 4,300 km long and it was installed in 2006 and connects 29 counties headquarters, including Nairobi, under phase I of National Optic Fiber Backbone Infrastructure (NOFBI). The phase II is currently on-going.

- A bill on the ducts for fiber cable in regional infrastructure projects has been drafted in Kenya.
- The bill will enable ICT infrastructure to be incorporated in the Northern Corridor Integration Projects (SGR, oil pipeline, transmission line etc) **.**

Information, Communication and Technology (ICT) in Uganda

Fiber cable network deployment is 5,110 km laid by both the Government and Private Sector.

- The ducts for fiber cable has already been included in the SGR, oil pipelines and power lines projects.
- In future, the fiber will be installed in such ducts provided by the Government or private sector.

6. Implementation Review

The updated PPP Programme was announced by PPP Unit in June 2015 as the Kenya PPP Pipeline and seventy one (71) in numbers are projects in pipeline .

- Affordability of toll/tariff by the beneficiary may become the breaking point for the PPP scheme.
- Legal gaps such as restrictions on share transfer of SPV, contract administration of public sector, no time limit for procurement of investors.
- Funding gaps of US$ 37 billions between the total needs of infrastructure and available public funds during 2012-2020.
- PPP Act does not have the clause of "Incentive to the private" except Project Facilitation Fund.
- The PPP Unit commenced in April 2015, and has listed 9 priority projects under review. PPP initiative is going just to takeoff and therefore legal synthesis is under
- The UNRA/IFC has issued the Information Memorandum for "Kampala-Jinja Expressway " in April 2015 to be implemented under PPP scheme.
- The numbers of potential investors throughout Europe to Asia (exclusive of Japan) have showed interest.

	Kenya Sector	Amount (Million US$)
1	Energy	19,808
2	Ports	4,800
3	Roads	9,000
4	Water & sanitation	4,567
5	Railways	7,248
6	Airports	906
7	Tourism	2,050
8	ICT	7,850
9	Local government	2,000
10	Housing	2,901
11	Public Works	1,000
12	Lamu Port Corridor	3,723
Total Needs		62,176
Available(GOK-2012-2020)		25,000
Funding Gap		37,000

Source: Ministry of Finance

7. Way Forward

The following works shall have been completed by the end of December 2015:

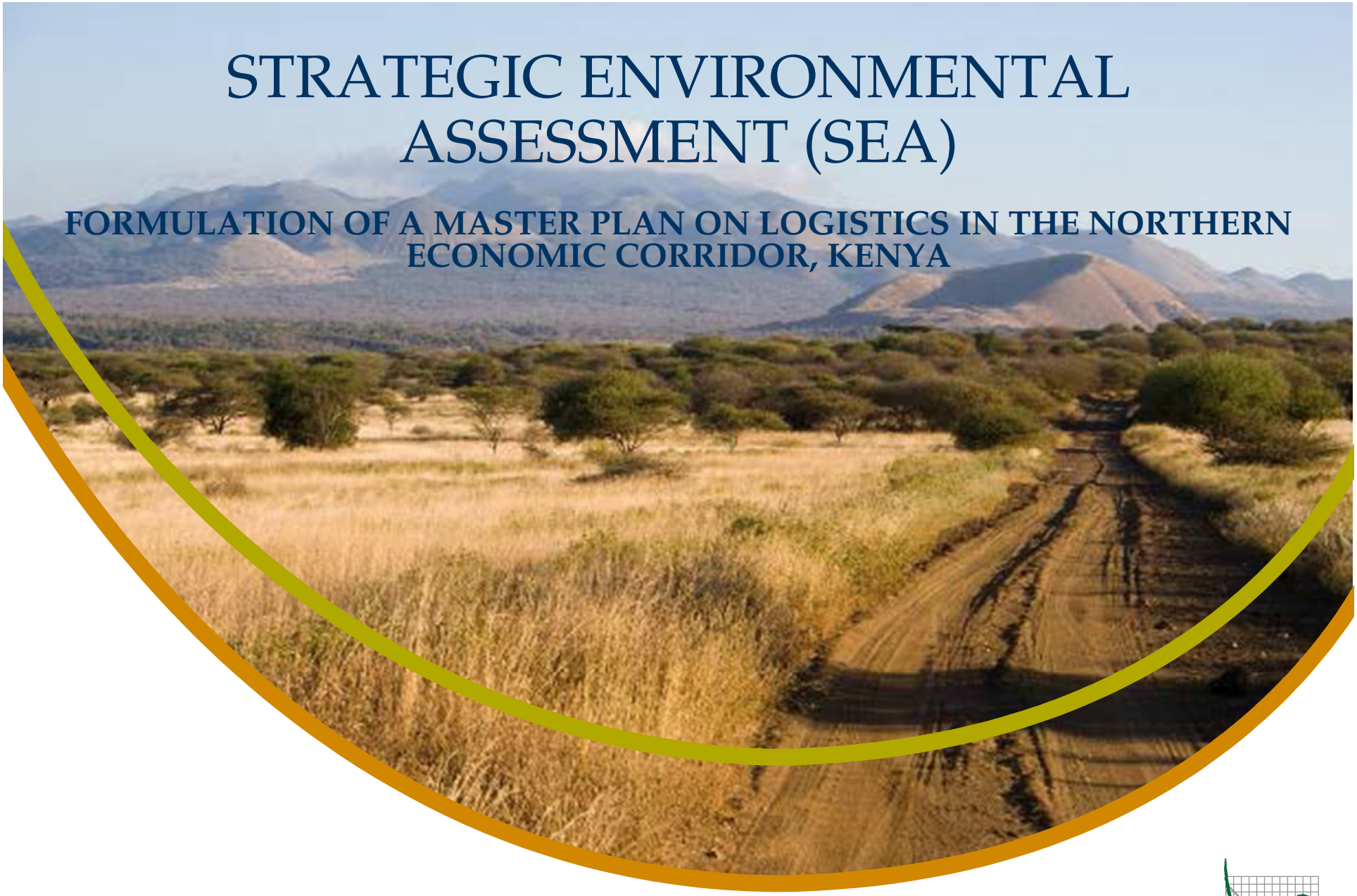
- Detailed analysis of current bottlenecks based on result of Market and Value Chain Survey and Goods Movement and Traffic Survey,
- Formulation of Development Vision and Scenario for the Master Plan,
- Identification of Future Bottlenecks through establishment of social and economic framework, and preliminary freight traffic demand forecasting,
- Formulation of Development Strategy based on potential assessment as well as bottleneck analysis,
- Preparation of Progress Report No.2 in December.

Thank you

God Bless

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

FORMULATION OF A MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR, KENYA



ERM

The world's leading sustainability consultancy

Contents

About ERM

- Introduction to ERM
- Team Composition

SEA

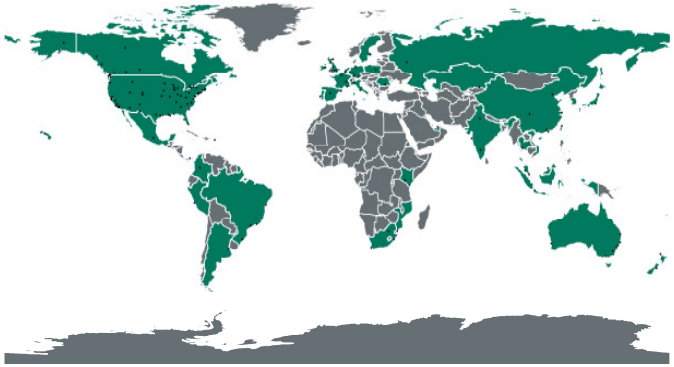
- Introduction to SEA
- Difference between EIA and SEA
- SEA Process
- SEA for the Master Plan
- SEA Approach
- Stakeholder Engagement

Schedule of Work

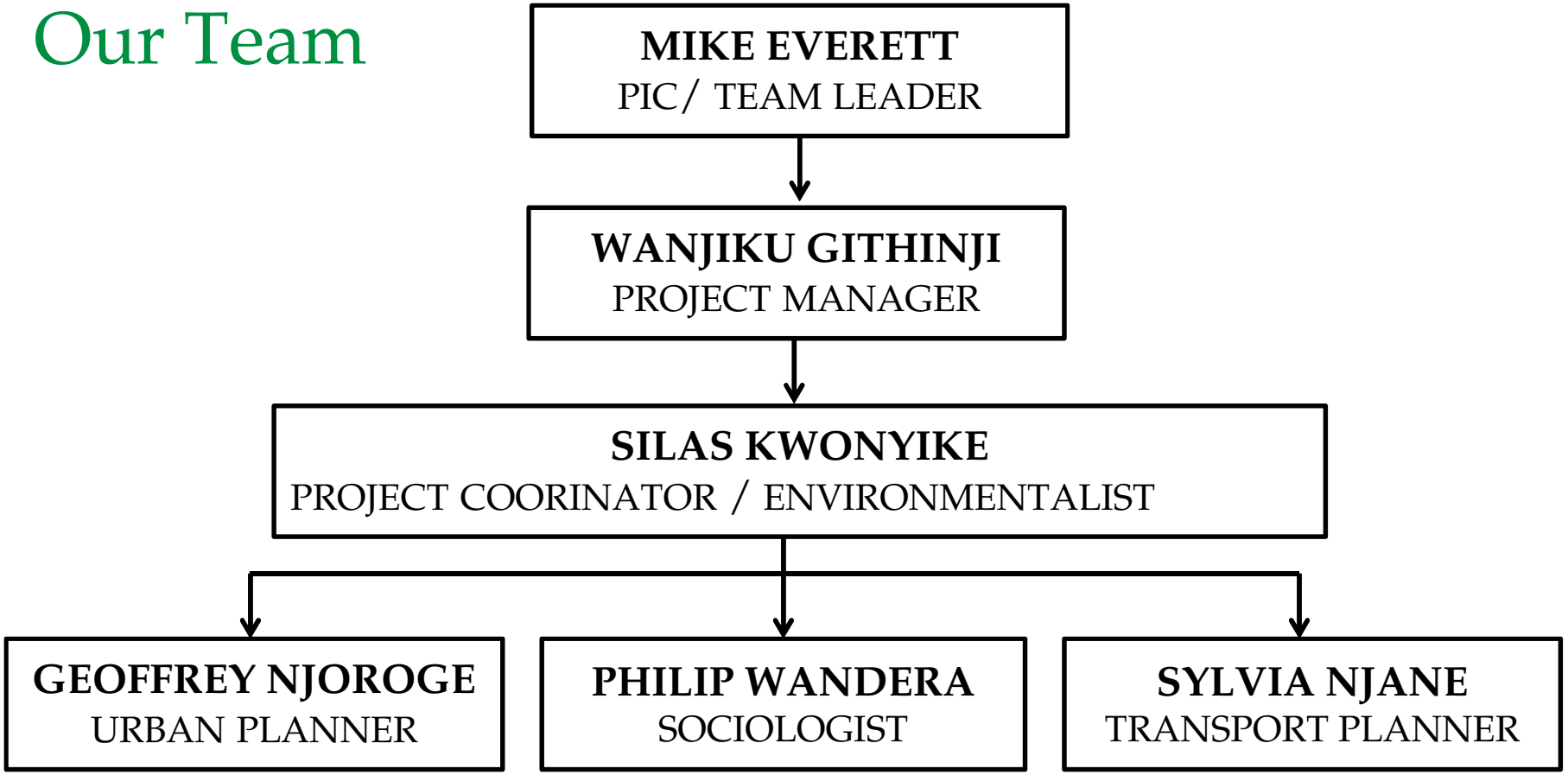
Stakeholder Meetings

Introduction to ERM

- Leading consultancy providing environment, health, safety, process safety and social services for over 40 years
- Delivering innovative solutions to enable our clients to maximize performance, comply with regulations, improve corporate reputation and public perception
- Sustainability is at the heart of the services we provide and how we operate our business
- 150 offices in 40 countries
- > 5,000 professional staff
- Completed projects in > 160 Countries
- ERM East Africa Limited registered with the National Environment Management Authority (NEMA) as a Firm of EIA/Audit Experts



Our Team


MIKE EVERETT
PIC/ TEAM LEADER
WANJIKU GITHINJI
PROJECT MANAGER
SILAS KWONYIKE
PROJECT COORINATOR / ENVIRONMENTALIST
GEOFFREY NJOROGE
URBAN PLANNER
PHILIP WANDERA
SOCIOLOGIST
SYLVIA NJANE
TRANSPORT PLANNER

Strategic Environmental Assessment (SEA)

- SEA: an environmental and social assessment of policy, plans and programme (PPP) proposals
- Contributes to the development of PPP on an equal basis as economic analysis
- Involves extensive stakeholder consultation
- **EIA** is used to identify the environmental and social impacts of a proposed project prior to decision-making, while **SEA** is used at the PPP levels

Difference between EIA and SEA

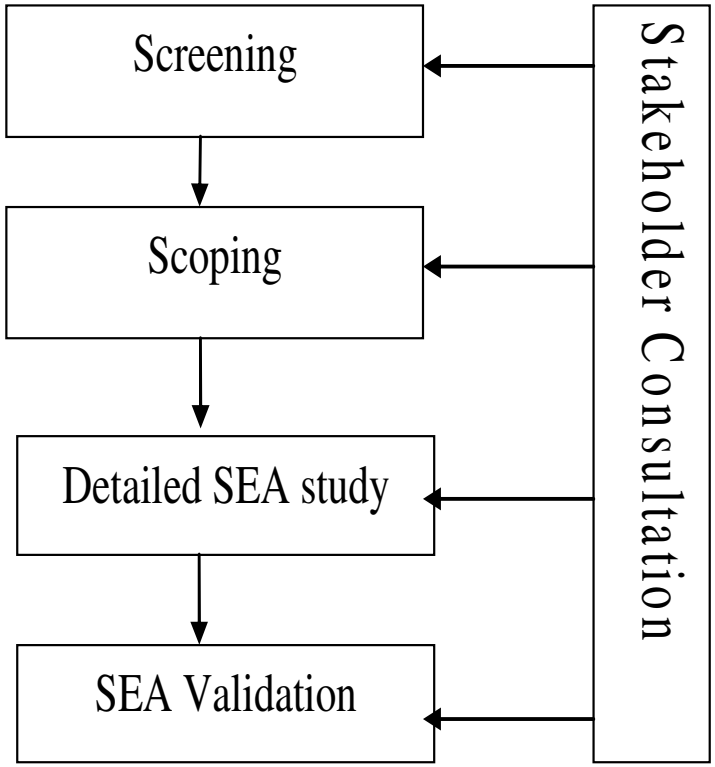
Environmental Impact Assessment of projects	Strategic Environmental Assessment of strategic initiatives
A Technical instrument related to activities with geographic and technical specifications	A Political instrument related to concepts
A Reactive approach - at the end of the decision-making process	A Proactive approach - at earlier stages of the decision-making process
Identifies specific impacts in the environment	Addresses issues of sustainable development
Limited review of cumulative effects	Gives early warning of cumulative effects
Emphasis on mitigating and minimizing impacts	Prevention in terms of identified environmental objectives



GRID-Arendal

Source: http://www.grida.no/graphicslib/detail/difference-between-eia-and-sea_5148#

SEA Process


Screening
Scoping
Detailed SEA study
SEA Validation
Stakeholder Consultation

SEA for the Master Plan

- The Master Plan SEA in Uganda is being carried out by ERM in association with *Atacama Consulting* – a local Ugandan Company (registered by NEMA Uganda)
- The PPP Owner in Kenya is the Ministry of Transport and Infrastructure (MoTI)
- The PPP Owner in Uganda is the Ministry of Works and Transport (MoWT)
- The SEA is being carried out in parallel with the development of the Master Plan with JST and ERM working as a team

SEA Requirements

- Present the long term benefits/effects.
- Include meaningful public and stakeholder participation
- Create a strong understanding of the issues with all communities (political, stakeholders, communities etc.) through communications.
- Communicate the decisions/process rationale.
- MoTI and MoWT must have a commitment to implementing recommendations of SEA

SEA Approach

- Undertaken in full compliance with the following
  - Environmental Management and Coordination Act 1999 (EMCA),
  - Environmental (Impact Assessment and Audit) Regulations, 2003,
  - National Guidelines for SEA in Kenya, 2012,
  - JICA's Guidelines for Environmental and Social Considerations, 2010, and
  - International Regulations (e.g., UNFCC, EAC Protocol on Environment, United National Convention on Biological Diversity, EAC Protocol on Environment etc.).
- Aim of the SEA will be to integrate environmental and social considerations into the Master Plan on Logistics in the Northern Economic Corridor
- Final output will be a SEA Report submitted to NEMA for approval

Stakeholder Engagement

- Preparation of Stakeholder Engagement Plan (SEP) as follows that:
  - Outlines the approach and plans to be adopted and implemented for engagement,
  - Shows how the engagement process will integrate into the rest of the SEA process;
  - Identifies stakeholders and mechanisms through which they will be included in the process; and
  - Serves as a way to document the process.
- Stakeholder identified so far include:
  - National Government Ministries
  - County Government
  - Regulatory Bodies (e.g., NEMA)
  - Representatives from Community Based Organisations (CBOs), Residents Associations, Non-Government Organisation (NGOs).
  - Private Sector
- Stakeholder Engagement through – Stakeholder Meetings, website for information disclosure

Schedule of Work

Date	Activity
October 2015	- Desk Study and Literature Review - Scoping Study (including SEP) - Development of Website
November 2015	- *First Round of Stakeholder Meetings* - Submission of Scoping Report to NEMA - Review of Legal/Institutional Framework
December 2015 – May 2016	Detailed SEA Study: - Baseline, - Situation Analysis, - Impact Identification, - Comparison of Alternatives - Impact Mitigation
April/May 2016	*Second Round of Stakeholder Meetings*
March – May 2016	Preparation of Draft SEA Report
June 2016	Submission of Final SEA Report to NEMA

Timing of Stakeholder Meetings

Date	Stakeholder Meeting
November 2015	First round of stakeholder meetings as follows (5 no): - Major cities/towns (e.g., Mombasa, Nairobi, Nakuru, Kisumu, Malaba), - High-level officials (Government bodies, Regulatory bodies, Community Based Organisations, NGOs, Resident/Neighbourhood Associations, Livelihood Representatives, etc) - Opinion Surveys *To introduce the Master Plan and SEA*
April/May 2016	Second Stakeholder Meeting (5 no) - Major cities/towns (e.g., Mombasa, Nairobi, Nakuru, Kisumu, Malaba), - High-level officials (Government bodies, Regulatory bodies, Community Based Organisations, NGOs, Resident Association, Livelihood Representatives etc) - Opinion Surveys *Interim Report of the Master Plan Study/Presentation of Draft SEA Report*
June 2016	SEA Validation Workshop *For the presentation of the Final SEA Report*

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Open Discussion

- Questions
- Issues and concerns

Annex E5

Letters of Invitation

MINISTRY OF TRANSPORT & INFRASTRUCTURE

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WORKS BUILDING
NGONG ROAD
P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

The Commandant
Traffic Department
Office of the Inspector General
Jogoo House "A" 4th Floor
P.O. Box 44249-00100
NAIROBI

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 02 ND NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts.

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Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE

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Date: 27th October, 2015

Director General
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Ag. Managing Director
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Managing Director
Kenya Railways Corporation
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Managing Director
Rift Valley Railway
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NAIROBI

Director General/Chief Executive Officer
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Director General
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Chief Executive Officer
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Chief Executive Officer
Water Resources Management Authority
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Director General
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Secretary General
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Chief Executive Officer
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Chief Executive Officer
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Director General
Kenya Wildlife Services
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NAIROBI

Petroleum Institute of Kenya
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NAIROBI

General Secretary
Transport & Allied Works Union
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Chairman
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Chief Representative
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RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 02 ND NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

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Eng. P. M. Mwinzi
CHIEF ENGINEER (ROADS)

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OFFICE OF THE PRINCIPAL SECRETARY, INFRASTRUCTURE

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WORKS BUILDING
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P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 26th October, 2015

Dr. Evans Kidero
Governor
Nairobi County
P.O. Box 30075-00100
NAIROBI

Dear Governor

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 02 ND NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

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Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

MINISTRY OF TRANSPORT & INFRASTRUCTURE
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Date: 26th October, 2015

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Principal Secretary
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Dr. Wilson A. Songa, MBS
Principal Secretary
Ministry Industrialization and Enterprise Development
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Principal Secretary, Environment
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Mr. James Teko Lopoyetum, HSC
Principal Secretary, Water
Ministry f Environment, Water and Natural Resources
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Ms. Mwanamaka Mabruki
Principal Secretary, Devolution
Ministry of Devolution and Planning
P.O. Box 30005-00100
NAIROBI

Ms Mariam El Maawy
Principal Secretary
Ministry of Lands, Housing & Urban Development
P.O. Box 30450-00100
NAIROBI

Mr. John Konchellah
Principal Secretary
Ministry of East Africa Affairs, Commerce and Tourism
P.O. Box 30027-00100
NAIROBI

Mr. Ali Noor Ismail
Principal Secretary
Ministry of Labour, Social Security & Services
P.O. Box 40326-00100
NAIROBI

Dear PSs

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 02 ND NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts.

We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Monday 02nd November 2015, at the Silver Springs Hotel in Nairobi, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

MINISTRY OF TRANSPORT AND INFRASTUCTURE

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Ref: MOTI/A 19.05 Vol. I

Date: 27th October, 2015

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Director General
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Ag. Chief Executive Officer/CFO
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MOMBASA

Mombasa Dockworkers' Union
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MOMBASA

Principal
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Managing Director
Coast Development Authority
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Ag. Chief Executive Officer
Water Services Board
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MOMBASA

Chief Executive Officer
Kenya Transporters Association Ltd
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MOMBASA

Managing Director
Kenya Ports Authority (KPA)
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MOMBASA

Permanent Secretariat of the Northern Corridor
Transit and Transport Coordination
Authority (NCTTCA)
House 1196, Links Road, Nyali
P.O. Box 34068 - 80118
MOMBASA

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 04 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the

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We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Wednesday 04th November 2015, at the Best Western Plus Creekside Hotel in Mombasa, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

MINISTRY OF TRANSPORT & INFRASTRUCTURE
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WORKS BUILDING
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P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

Hon. Ali Hassan Joho
Governor
Mombasa County

Dear Governor

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 04 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

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Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

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Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

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Principal Secretary
Ministry of Energy & Petroleum
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NAIROBI

Dr. Wilson A. Songa, MBS
Principal Secretary
Ministry Industrialization and Enterprise Development
P.O. Box 30450-00100
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Mr. Richard L. Lesiyampe
Principal Secretary, Environment
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Principal Secretary
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Mr. John Konchellah
Principal Secretary
Ministry of East Africa Affairs, Commerce and Tourism
P.O. Box 30027-00100
NAIROBI

Mr. Ali Noor Ismail
Principal Secretary
Ministry of Labour, Social Security & Services
P.O. Box 40326-00100
NAIROBI

Dear All

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 06 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Friday 06th November 2015, at the Merica Hotel in Nakuru, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

Thank you and we look forward to meeting with you.

Yours Eric Andy

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

MINISTRY OF TRANSPORT AND INFRASTUCTURE

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Ref: MOTI/A 19.05 Vol. I

Date: 27th October, 2015

Director General
Kenya National Highways Authority (KeNHA)
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Ag. Director General
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Kenya Urban Roads Authority (KURA)
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Director General
National Environment Management Authority (NEMA)
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NAIROBI

Regional Manager
National Cereals and Produce Board (NCPB)
South Rift Regional Office
NAKURU

Chief Executive Officer
Pyrethrum Board of Kenya
P.O. Box 420
NAKURU

Chairman
Kenya Timber Manufacturers Association
P.O. Box
NAKURU

Chairman
Friends of Lake Nakuru

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SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE

Chairman
Friends of Lake Naivasha

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 06 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

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We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Friday 06th November 2015, at the Merica Hotel in Nakuru, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

MINISTRY OF TRANSPORT & INFRASTRUCTURE
OFFICE OF THE PRINCIPAL SECRETARY, INFRASTRUCTURE

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WORKS BUILDING
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NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

Hon. Kinuthia Mbugua
Governor
Nakuru County
P.O. Box 2870-20100
NAKURU

Dear Governor

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 06 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

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Date: 27th October, 2015

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Principal Secretary
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Principal Secretary
Ministry Industrialization and Enterprise Development
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Mr. Richard L. Lesiyampe
Principal Secretary, Environment
Ministry of Environment, Water & National Resources
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Mr. James Teko Lopoyetum, HSC
Principal Secretary, Water
Ministry f Environment, Water and Natural Resources
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Principal Secretary, Devolution
Ministry of Devolution and Planning
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Ms Mariam El Maawy
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Ministry of Lands, Housing & Urban Development
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Mr. John Konchellah
Principal Secretary
Ministry of East Africa Affairs, Commerce and Tourism
P.O. Box 30027-00100
NAIROBI

Mr. Ali Noor Ismail
Principal Secretary
Ministry of Labour, Social Security & Services
P.O. Box 40326-00100
NAIROBI

Dear All

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 09 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Monday 09th November 2015, at the Imperial Hotel in Kisumu, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

Thank you and we look forward to meeting with you.

Yours sincerely

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

SEAMLESS CONNECTIVITY
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Ref: MOTI/A 19.05 Vol. I

Date: 27th October, 2015

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Centre Director
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Executive Secretary
Lake Victoria Basin Commission
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Chief Executive Officer
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Chairman
Kenya Sugar Board
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Regional Manager
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Lake/Western Regional Office
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Scheme Manager
Ahero Irrigation Scheme
National Irrigation Board
P.O. Box 1010
KISUMU

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 09 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

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Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

MINISTRY OF TRANSPORT & INFRASTRUCTURE
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P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

Hon. Jack Ranguma
Governor
KISUMU COUNTY

Dear Governor

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 09 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.
The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts.

We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Monday 09th November 2015, at the Imperial Hotel in Kisumu, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

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Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

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MINISTRY OF TRANSPORT & INFRASTRUCTURE
OFFICE OF THE PRINCIPAL SECRETARY, INFRASTRUCTURE

Telephone: (020)2723232
Fax. (0202719658
Email: ps@infrastructure.go.ke
Website: www.transport.go.ke

WORKS BUILDING
NGONG ROAD
P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

Mr. Joseph Njoroge
Principal Secretary
Ministry of Energy & Petroleum
P.O. Box 30582-00100
NAIROBI

Dr. Wilson A. Songa, MBS
Principal Secretary
Ministry Industrialization and Enterprise Development
P.O. Box 30450-00100
NAIROBI

Mr. Richard L. Lesiyampe
Principal Secretary, Environment
Ministry of Environment, Water & National Resources
P.O. Box 30126-00100
NAIROBI

Mr. James Teko Lopoyetum, HSC
Principal Secretary, Water
Ministry f Environment, Water and Natural Resources
P.O. Box 30126-00100
NAIROBI

Ms. Mwanamaka Mabruki
Principal Secretary, Devolution
Ministry of Devolution and Planning
P.O. Box 30005-00100
NAIROBI

Ms Mariam El Maawy
Principal Secretary
Ministry of Lands, Housing & Urban Development
P.O. Box 30450-00100
NAIROBI

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MINISTRY OF TRANSPORT AND INFRASTRUCTURE

Mr. John Konchellah
Principal Secretary
Ministry of East Africa Affairs, Commerce and Tourism
P.O. Box 30027-00100
NAIROBI

Mr. Ali Noor Ismail
Principal Secretary
Ministry of Labour, Social Security & Services
P.O. Box 40326-00100
NAIROBI

Amb.(DR) Monica K. Juma, EBS
Principal Secretary
State Department of Interior
Ministry of Interior and Coordination of National Government
P.O. Box 30510-00100
NAIROBI

Dear

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 11 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts.

We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Wednesday 11th November 2015, at the Levantes Hotel in Malaba, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

MINISTRY OF TRANSPORT AND INFRASTUCTURE

Telephone: Nairobi 2723232
Fax: 254-020-2725098
e-mail: cer@roadsnet.go.ke
When replying please quote:

ROADS DIVISION
TRANSCOM HOUSE
P.O. BOX 30260-00100
NAIROBI.

Ref: MOTI/A 19.05 Vol. I

Date: 27th October, 2015

Director General
Kenya National Highways Authority (KeNHA)
P.O. Box 42712-00100
NAIROBI

Ag. Director General
Kenya Rural Roads Authority (KeRRA)
P.O. Box 48151 - 00100
NAIROBI

Ag. Director General
Kenya Urban Roads Authority (KURA)
P.O. Box 41727-00100
NAIROBI

Director General
National Environment Management Authority (NEMA)
P.O. Box 67839-00200
NAIROBI

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 11 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

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Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

MINISTRY OF TRANSPORT & INFRASTRUCTURE
OFFICE OF THE PRINCIPAL SECRETARY, INFRASTRUCTURE

Telephone: (020)2723232
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Website: www.transport.go.ke

WORKS BUILDING
NGONG ROAD
P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI/A 19.05 Vol.I

Date: 27th October, 2015

Hon. Sospeter Odeke Ojaamong
Governor
BUSIA COUNTY

Dear Governor

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 11 TH NOVEMBER 2015 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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We would therefore like to invite a Representative from your Organisation to attend a half-day Stakeholder Consultative Meeting on Wednesday 11th November 2015, at the Levantes Hotel in Malaba, starting at 8.00 am, where the JICA Study Team will introduce the Master Plan Study and ERM will introduce the SEA Study.

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Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, EBS
PRINCIPAL SECRETARY

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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.118 **DATE:** 7th April, 2016

The Governor
County Government of Busia
Private Bag
BUSIA

Department of Immigration Services
Ministry of Immigration
P.O. Box 30191-00100
NAIROBI

Director General
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI

Director General
Kenya National Highways Authority
P.O. Box 49712-00100
NAIROBI

Director General
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI

The Chairman
Kenya National Chamber of Commerce
And Industry
BUSIA

The Chairman
FPPS Sacco
BUSIA

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MINISTRY OF TRANSPORT AND INFRASTRUCTURE

County Director
National Environmental Management Authority
BUSIA

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 06TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Friday 06th May 2016**, at the **Levantes Hotel**, **Malaba**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

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MINISTRY OF TRANSPORT & INFRASTRUCTURE

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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.117

DATE: 7th April, 2016

Director General
Kenya National Highways Authority
P.O. Box 49712-00100
NAIROBI.

Director General
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI.

Director General
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI.

Director General
National Environmental Management Authority
P.O. Box 67839-00200
NAIROBI

Managing Director
Kenya Pipeline Corporation Ltd
P.O. Box 73442-00200
NAIROBI

Managing Director
Kenya Railways Corporation
P.O. Box 30121-00100
NAIROBI

Managing Director
Rift Valley Railway
P.O. Box 62502-00200
NAIROBI.

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Director General
LAPSSET Corridor Development Authority
P.O. Box 45008-00100
NAIROBI

Director General
National Museums of Kenya
P.O. Box 40658-00100
NAIROBI.

Chief Executive Officer
Kenya Alliance of Residents Association
P.O. Box 1141-00100
NAIROBI.

Chief Executive Officer
Water Resource Management Authority
P.O. Box 45250-00100
NAIROBI

Commissioner General
Kenya Revenue Authority
P.O. Box 48240-00100
NAIROBI.

Secretary General
Consumers Federation of Kenya (COFEK)
P.O. Box 28053-00200
NAIROBI.

Chief Executive Officer
Kenya Private Sector Alliance (KEPSA)
P.O. Box 3556-00100
NAIROBI

Chairman
Kenya National Chamber of Commerce & Industry
Transport & Communications Committee
Nairobi County
P.O. Box 47024-00200
NAIROBI.

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 13TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC).

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The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Friday 13th May 2016**, at the **Silver Springs Hotel, Nairobi**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
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Website: www.roads.go.ke

Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.120

DATE: 7th April, 2016

Chief Executive Officer
Kenya Association of Manufacturers
P.O. Box 30225-00100
NAIROBI.

County Executive
Nairobi City County
Roads, Public Works & Infrastucture
P.O. Box 30075-00100
NAIROBI

County Executive
Nairobi City County
Department of Lands, Housing & Physical Planning
P.O. Box 30075-00100
NAIROBI.

Director General
Kenya Wildlife Services
P.O. Box 40241-00100
NAIROBI.

Ag. Managing Director
Kenya Airports Authority
P.O. Box 19001-00501
NAIROBI.

Chief Executive Officer
Petroleum Institute of Kenya
P.O. Box 8936-00200
NAIROBI.

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General Secretary
Transport & Allied Workers Union
P.O. Box 45171-00100
NAIROBI.

Director General
National Transport & Safety Authority
P.O. Box 3206-99506
NAIROBI.

Chairman
Kenya Tourism Federation
P.O. Box 15013-00509
NAIROBI.

The Secretariat
Kenya Internl. Freight & Warehousing Association
P.O. Box 57969-00200
NAIROBI.

Chief Executive Officer
Kenya National Farmers Federation
P.O. Box 43148-00100
NAIROBI.

The Chairman
Kenya Flower Council
P.O. Box 56325-00200
NAIROBI

The Manager
Kenya Ports Authority
Inland Container Depots
P.O. Box 20072-00200
NAIROBI

The Chairman
Matatu Owners Association
P.O. Box 2462-KNH
NAIROBI.

Traffic Commandant
Ministry of Interior & Coordination of National Government
Traffic Department, Office of Inspector General
P.O. Box 44249-00100
NAIROBI

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Representative
JICA Kenya Office
P.O. Box 50572-00200
NAIROBI - **Attn:** Dr. Steve N. Mogere

Director General
National Water Conservation & Pipeline Corporation
P.O. Box 30173-00100
NAIROBI.

Managing Director
Kenya Civil Aviation Authority
P.O. Box 30163-00100
NAIROBI

Director General
Kenya Water Institute
P.O. Box 60013-00200
NAIROBI

Director General
Water Service Regulatory Board
P.O. Box 4162-00100
NAIROBI

Managing Director
Nairobi City Water & Sewarage Company
P.O. Box 30656-00100
NAIROBI

Ag. Chief Executive Officer
Kenya Water Towers Agency
P.O. Box 42903-00100
NAIROBI.

The Director
Kenya Forest Services
P.O. Box 30513-00100
NAIROBI

General Manager
National Irrigation Board
P.O. Box 30372-00100
NAIROBI

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MINISTRY OF TRANSPORT AND INFRASTRUCTURE

The Secretary
Kenya National Human Rights Commission
P.O. Box 74359-00200
NAIROBI.

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 13TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC).

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Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

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Website: www.roads.go.ke

Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.121

DATE: 7th April, 2016

The Director
Kenya Medical Research Institute
P.O. Box 54840-00200
NAIROBI.

Chief Executive Officer
National Land Commission
P.O. Box 44417-00100
NAIROBI.

Director General
Energy Regulatory Commission
P.O. Box 426-00100
NAIROBI

The Chairman
National Council for NGOs
P.O. Box 62389-00200
NAIROBI

Country Director
Nature kenya
P.O. Box 44486-00100
NAIROBI.

Country Director
East Africa Wildlife Society
P.O. Box 20110-00200
NAIROBI

SEAMLESS CONNECTIVITY
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Country Director
Africa Wildlife Foundation
P.O. Box 310-00502
NAIROBI.

Country Director
Plan International
P.O. Box 25196-00603
NAIROBI.

Country Director
Civil Society Urban Dev't Programme
P.O. Box 19608-00202
NAIROBI.

Country Director
Save the Children
P.O. Box 27679-00506
NAIROBI.

Executive Director
Kenya Human Rights Commission
P.O. Box 41079-00100
NAIROBI.

The Chairman
Kenya Forests Working Group
P.O. Box 20110-00200
NAIROBI.

Executive Director
Transparency International Kenya
P.O. Box 198-00200
NAIROBI

Executive Director
Greenbelt Movement
P.O. Box 67545-00200
NAIROBI

United Nations
Nairobi Office
P.O. Box 67578-00200
NAIROBI.

SEAMLESS CONNECTIVITY
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SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE

Country Director
Centre for Disease Control
P.O. Box 606-00621
NAIROBI

Chief Executive Officer
Association of Fish Producers and Exports of Kenya
P.O. 345-00606
NAIROBI

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 13TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC).

The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Friday 13th May 2016**, at the **Silver Springs Hotel, Nairobi**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY MINISTRY OF TRANSPORT
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MINISTRY OF TRANSPORT & INFRASTRUCTURE

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E-mail : cer@roadsnet.go.ke
Website: www.roads.go.ke

Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.122

DATE: 7th April, 2016

The Vice Chancellor
University of Nairobi
P.O. Box 30197-00100
NAIROBI

Delivery Secretariat
Kenya Vision 2030
P.O. Box 52301-00200
NAIROBI.

Managing Director
Kenya Tourism Board
P.O. Box 30630-00100
NAIROBI

The Warden
Kenya Wildlife Services
P.O. Box 42076-00100
NAIROBI

Director General
Communications Commission of Kenya
P.O. Box 14448-00800
NAIROBI.

Chief Executive Officer
National Oil Corporation of Kenya
P.O. Box 58567-00200
NAIROBI - **Attn:** Mr. Henry Onyango, Head of SHEQ

Managing Director
REA Vipingo Plantations Limited
P.O. Box 17648-00500
NAIROBI.

SEAMLESS CONNECTIVITY
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MINISTRY OF TRANSPORT AND INFRASTRUCTURE

The Chairman
Federation of EA Freight Forwarders Association
P.O. Box 22694-00400
NAIROBI.

Executive Director
Kenya Human Rights Commission
P.O. Box 41079-00100
NAIROBI.

The Chairman
Town and County Planners Association of Kenya
P.O. Box 15692-00100
NAIROBI.

The Chairman
Kenya Muslim Youth Alliance
NAIROBI

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON FRIDAY 13TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC).

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We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Friday 13th May 2016**, at the **Silver Springs Hotel, Nairobi**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.124

DATE: 7th April, 2016

The Chairman
Kenya Maritime Authority
MOMBASA.

Ag. Chief Executive Officer
Kenya Petroleum Refineries Ltd
P.O. box 90401-80100
MOMBASA.

County Government of Mombasa
Dept of Lands, Housing & Physical Planning
P.O. Box 81599-80100
NAIROBI.

The Chairman
Mombasa Dockworkers Union
P.O. Box 98207
MOMBASA.

The Principal
Bandari College
P.O. Box 99469-80107
NAIROBI.

The Secretariat
Kenya Internl. Freight & Warehousing Association
P.O. Box 99708-80107
MOMBASA.

The Director
Kenya Marine & Fisheries Research Institute
P.O. Box 81651-80100
MOMBASA.

The Managing Director
Coast Development Authority
P.O. Box 1322-80100
MOMBASA.

Ag. Chief Executive Officer
Water Services Board
P.O. Box 90417-80100
MOMBASA.

Chief Executive Officer
Kenya Transporters Association Ltd
MOMBASA.

The Managing Director
Kenya Ports Authority
P.O. Box 95009-80104
MOMBASA.

Environmental Officer
Northern Corridor Transit & Transport Coordination Authority
P.O. Box 34068-80118
MOMBASA.

Director General
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI.

Director General
Kenya National Highways Authority
P.O. Box 49712-00100
NAIROBI.

Director General
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI.

County Director
National Environment Management Authority
MOMBASA.

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 09TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Monday 09th May 2016**, at the **Best Western Plus Creekside Hotel, Mombasa**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
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Website: www.roads.go.ke

Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.125

DATE: 7th April, 2016

The Director
Coral Reef Degradation in the Indian Ocean (EA)
P.O. Box 10135-80101
MOMBASA.

The Director
East Africa Whaleshark Trust
P.O. Box 933-80400
UKUNDA.

The Chairman
Kenya Sea Turtle Conservation Committee
P.O. Box 99470-80107
MOMBASA.

Executive Director
Muslims for Human rights
P.O. box 42262-80100
MOMBASA.

The Chairman
Kenya Muslim Youth Alliance
P.O. Box 85513-80100
MOMBASA.

The Director
World Conservation Society East Africa
Bamburi, MOMBASA

The Chairman
Mombasa and Coast Tourism Association
MOMBASA.

SEAMLESS CONNECTIVITY
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The Chairman
Kenya Association of Sea Anglers
P.O. Box 277-80202
WATAMU.

General Manager
Kenya Ferry Services
P.O. Box 96242-80110
MOMBASA.

The Warden
Kenya Wildlife Services
TSAVO East National Park

The Warden
Kenya Wildlife Services
TSAVO West National Park

Group Managing Director
Bamburi Cement
P.O. Box 90202-80100
MOMBASA. **Attn:** **Susan Maingi,** Corporate Affairs, Communication & Sustainable Development.

Managing Director
Mitchel Cotts Freight Kenya Ltd
P.O. Box 42485-80100
MOMBASA.

Chapter Executive Officer & Secretary to Committee
Kenya Association of Manufacturers, Coast Chapter
P.O. Box 90323-80100
NAIROBI.

The Chairman
Kenya National Chamber of Commerce & Industry
Mombasa County
MOMBASA.

SEAMLESS CONNECTIVITY
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SEAMLESS CONNECTIVITY
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MINISTRY OF TRANSPORT AND INFRASTRUCTURE

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 09TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Monday 09th May 2016**, at the **Best Western Plus Creekside Hotel, Mombasa**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.126

DATE: 7th April, 2016

H.E. Jack Ranguma
Governor
Kisumu County
KISUMU.

Hon. Michael onyango
CECM
Communication, Information & Technology
KISUMU.

Centre Director
Kenya Maritime & Fisheries Research Institute
Lake Victoria Fisheries Organisation
P.O. Box 1881-40100
KISUMU.

The Depot Manager
Inland Container Depot
Kenya Ports Authority
P.O. Box 4487-401403
KISUMU.

Communications & Devt Awareness Officer
Lake Victoria Basin Commission
P.O. Box 1510
KISUMU

Chief Executive Officer
Lake Victoria South Water Services
KISUMU.

Regional Manager
Kenya Sugar Board
P.O. Box 1681-40100
KISUMU.

Regional Officer
National Cereals & Produce Board
Lake/Western Region
KISUMU.

Executive Director
Friends of Lake Victoria (Osienala)
KISUMU.

Managing Director
Lake Basin Development Authority
P.O. Box 1516-40100
KISUMU.

The Scheme Manager
National Irrigation Board
Ahero Irrigation Board
P.O. Box 1010
KISUMU

Director General
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI.

Director General
Kenya National Highways Authority
P.O. Box 49712-00100
NAIROBI.

Director General
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI.

County Director
National Environmental Management Authority
Kisumu County
P.O. Box 4279-40103
KISUMU.

Mr. Stephen Agong
Mistra Urban Futures
KISUMU.

The Vice Chancellor
Maseno University
Private Bag
MASENO.

SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
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MINISTRY OF TRANSPORT AND INFRASTRUCTURE
SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE

The Vice Chancellor
Jaramogi oginga University of Science & Technology
P.O. Box 210-40601
BONDO.

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 04TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team (JST) to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Wednesday 04th May 2016**, at the **Imperial Hotel, Kisumu,** starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M.Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
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Website: www.roads.go.ke

Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.127

DATE: 7th April, 2016

Regional Manager
National Cereals & Produce Board
South Rift Regional Office
NAKURU.

Chief Executive Officer
Pyrethrum Board of Kenya
P.O. Box 420
NAKURU.

The Chairman
Kenya Timber Manufacturers Association
P.O. Box 30225-00100
NAIROBI - **Attn:** Mr. John Kamau, Chapter Officer, Nakuru

The Governor
Nakuru County
P.O. Box 2870-20100
NAKURU - **Attn:** Department of Lands, Housing & Physical Planning.

The Chairman
Roads, Public Works and Transport
P.O. Box 1557-20117
NAIVASHA

The Chairman
Friends of Lake Nakuru
P.O. Box 561
NAKURU

Chapter Executive Office & Secretray to the Committee
Kenya Association of Manufacturers
Nakuru Chapter
NAKURU.

Director General
Kenya Urban Roads Authority
P.O. Box 41727-00100
NAIROBI.

Director General
Kenya National Highways Authority
P.O. Box 49712
NAIROBI

Director General
Kenya Rural Roads Authority
P.O. Box 48151-00100
NAIROBI

National Environment Management Authority
Nakuru County
NAKURU - **Attn:** County Director of Environment
County Officer

Initiative for Sustainable Landscapes
NAIROBI. - **Attn:** Winnie Mukami (Kenya)
Sanne Heijne (The Netherlands)

Chief Executive Officer
Centre for Enhancing Democracy & Good Governance
P.O. box 15801
NAKURU.

The Vice Chancellor
Egerton University
P.O. Box 536-20115
EGERTON.

The Warden
Kenya Wildlife Services
P.O. Box 539-20100
NAKURU

Kenya National Chamber of Commerce and Industry
P.O. BOX 47024-00200
NAIROBI. **Attn:** Davis N. Kamau, Nakuru County

SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
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SEAMLESS CONNECTIVITY
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SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 11TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Wednesday 11th May 2016**, at the **Merica Hotel, Nakuru,** starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Yours faithfully,

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE
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MINISTRY OF TRANSPORT & INFRASTRUCTURE
OFFICE OF THE PRINCIPAL SECRETARY, INFRASTRUCTURE

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Fax. +254 -(0)-20- 2719658
Email: ps@infrastructure.go.ke
Website: www.transport.go,ke

WORKS BUILDING
NGONG ROAD
P.O. Box 30260 – 00100
NAIROBI-KENYA

Ref: MOTI/A 19.08 VOL.1 **Date:** 7th April, 2016

Ms Mariam El Maawy, CBS
Principal Secretary
Ministry of Lands, Housing & Urban Development
P.O. Box 30450-00100
NAIROBI

Mr. Julius Korir,CBS
Principal Secretary
Ministry Industrialization and Enterprise Development
P.O. Box 30450-00100
NAIROBI

Mrs Betty C. Maina
Principal Secretary
Ministry of East Africa Affairs, East African Community
P.O. Box 30027-00100
NAIROBI

Mr. Richard L. Lesiyampe
Principal Secretary, Environment
Ministry of Environment, Water & National Resources
P.O. Box 30126-00100
NAIROBI

Mr. James Teko Lopoyetum, HSC
Principal Secretary, Water
Ministry of Environment, Water & National Resources
P.O. Box 30126-00100
NAIROBI

Mr. Victor Kyalo
Principal Secretary
Ministry of Information, Communication and Technology
P.O. Box 30025-00100
NAIROBI

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SEAMLESS CONNECTIVITY
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Mr. Joseph Njoroge,CBS
Principal Secretary
Ministry of Energy and Petroleum
P.O. Box 30582-00100
NAIROBI

Ms Mwanamaka Mabruki, CBS
Principal Secretary, Devolution
Ministry of Devolution and Planning
P.O. Box 95076-80100
NAIROBI

Mr. Ibrahim Mohamed,CBS
Principal Secretary, Commerce and Tourism
Ministry of East Africa Affairs, Commerce and Tourism
P.O. Box 30027-00100
NAIROBI

Dr.Khadijah Kassachoon,CBS
Principal Secretary, State Department Of Labour
Ministry of Labour of East African Affairs
P.O. Box 40326-00100
NAIROBI

Dr (Eng). Karanja Kibicho, CBS
Principal Secretary, State Department of interior
Ministry of Interior & Coordination of National Govt
P.O. Box 30510-00100
NAIROBI

Dear All

RE: INVITATION TO ATTEND HALF-DAY STAKEHOLDER CONSULTATIVE MEETINGS IN MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR.

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan.

Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team (JST) to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite Representatives from your Ministry to attend half-day Stakeholder Consultative Meetings where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study. The dates and venues for the half-day Stakeholder Meetings are as follows:

Date	Time	Venue
Wednesday 04th May 2016	8.30 am – 1.00 pm	Imperial Hotel, Kisumu
Friday 06th May 2016	8.30 am – 1.00 pm	Levantes Hotel, Malaba
Monday 09th May 2016	8.30 am – 1.00 pm	Best Western Plus Creekside Hotel, Mombasa
Wednesday 11th May 2016	8.30 am – 1.00 pm	Merica Hotel, Nakuru
Friday 13th May 2016	8.30 am – 1.00 pm	Silver Springs Hotel, Nairobi

Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, CBS
PRINCIPAL SECRETARY

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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.128

DATE: 13th April, 2016

The Regional Director
Kenya Plant Inspectorate Service
P.O. Box 7094-40100
KISUMU.

Chief Executive Officer
Kenya Tea Growers Association
P.O. Box 320-20200
KERICHO.

The Managing Director
Rai Plywoods (K) Ltd
P.O. Box 241-30100
ELDORET.

Chapter Executive Officer/
Secretary to the Committee
Kenya Association of Manufacturers
Nyanza /Western Chapter
P.O. Box 3605-40100
KISUMU.

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON WEDNESDAY 04TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

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The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team (JST) to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Wednesday 04th May 2016**, at the **Imperial Hotel, Kisumu,** starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M.Mwinzi
CHIEF ENGINEER (ROADS)

SEAMLESS CONNECTIVITY
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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.129

DATE: 13th April, 2016

Ag. Director General
Kenya Maritime Authority
P.O. Box 95076-80104
MOMBASA.

RE: INVITATION TO ATTEND A HALF-DAY STAKEHOLDER CONSULTATIVE MEETING ON MONDAY 09TH MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya.

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Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite a Representative from your Organisation to attend a **half-day Stakeholder Consultative Meeting** on **Monday 09th May 2016**, at the **Best Western Plus Creekside Hotel, Mombasa**, starting at **8.30 am**, where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study.

Thank you and we look forward to meeting with you.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

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Roads Department
Transcom House
P.O. Box 30260-00100
NAIROBI

REF. NO. MOTI/I/QMS/RD/R.131 **DATE:** 14th April, 2016

The Director General,
National Environmental Management Authority (NEMA),
Popo Road, off Mombasa Road,
P.O. Box 67839-00200,
NAIROBI.

RE: INVITATION TO ATTEND REGIONAL HALF-DAY STAKEHOLDER CONSULTATIVE MEETINGS IN MAY 2016 FOR THE STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) OF THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR.

The Northern Corridor is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study. A master plan study necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by the JICA Study Team (JST) to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Project please see the attached Background Information Document (BID).

We would therefore like to invite both Ms. Oceanic Sakwa and Ms. Veronica Maina from the NEMA SEA Section to attend a series of half-day Stakeholder Consultative Meetings where representatives from the Ministry of Transport and Infrastructure and JST shall present the background and purpose of this Master Plan Study and ERM shall give a presentation of the outline of major findings of the SEA Study. The dates and venues for the half-day Regional Stakeholder Meetings are as follows:

Date	Time	Venue
Wednesday 04th May 2016	8.30 am – 1.00 pm	Imperial Hotel, Kisumu
Friday 06th May 2016	8.30 am – 1.00 pm	Levantes Hotel, Malaba
Monday 09th May 2016	8.30 am – 1.00 pm	Best Western Plus Creekside Hotel, Mombasa
Wednesday 11th May 2016	8.30 am – 1.00 pm	Merica Hotel, Nakuru
Friday 13th May 2016	8.30 am – 1.00 pm	Silver Springs Hotel, Nairobi

Thank you and we look forward to meeting with them.

Eng. P.M. Mwinzi
CHIEF ENGINEER (ROADS)

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SEAMLESS CONNECTIVITY
MINISTRY OF TRANSPORT AND INFRASTRUCTURE

MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND URBAN DEVELOPMENT
STATE DEPARTMENT OF INFRASTRUCTURE

OFFICE OF THE PRINCIPAL SECRETARY

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P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI.A/19.05 Vol. I

Date: 22nd August, 2016

Ms Mwanamaka Amani Mabruki, CBS
Principal Secretary, Devolution
Ministry of Devolution and Planning
PO Box 95076-80100
NAIROBI

Mr Saitoti Torome
Principal Secretary, Planning and Statistics
Ministry of Devolution and Planning
PO Box 30005 - 00100
NAIROBI

Ms Mariamu El Maawy
Principal Secretary
Ministry of Lands and Physical Planning
PO Box 30450-00100
NAIROBI

Eng. Joseph K. Njoroge, CBS
Principal Secretary, Energy
Ministry of Energy and Petroleum
PO Box 30582-00100
NAIROBI

Mr. Andrew Kamau Nganga
Principal Secretary, Petroleum
Ministry of Energy and Petroleum
PO Box 30582-00100
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Prof. Fred Harun Kiptoon Segor, CBS
Principal Secretary, Water Services
Ministry of Water and Irrigation
PO Box 49720 – 00100
NAIROBI

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Mr. Charles Sunkuli
Principal Secretary, Environment
Ministry of Environment and Natural Resources
PO BOX 30126-00100
NAIROBI

Mr. Julius Korir
Principal Secretary, Investment and Industry
Ministry of Industry, Trade and Cooperatives
PO Box 30547-00100
NAIROBI.

Mr. Richard Lesiyampe, CBS
Principal Secretary, Agriculture,
Ministry of Agriculture, Livestock & Fisheries
PO Box 34188-00100,
NAIROBI

Ms Nancy Karigithu
Principal Secretary, Maritime and Shipping Affairs
Ministry of Transport, Infrastructure, Housing and
Urban Development
P. O. Box 52692-00200
NAIROBI

Mr. Nyakera Irungu
Principal Secretary, Transport
Ministry of Transport, Infrastructure, Housing and
Urban Development
P.O Box 52692 - 00200
NAIROBI

Dr. Paul Maringa Mwangi
Principal Secretary, Public Works
Ministry of Transport, Infrastructure, Housing and
Urban Development
P.O Box 30450-00100
NAIROBI

Dear

RE: THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR (NEC) AND STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) STUDY

INVITATION TO A PRESENTATION ON THE NEC AND SEA STUDY ON THURSDAY 1ST SEPTEMBER, 2016, AT 9TH FLOOR BOARDROOM WORKS BUILDING AT 9.00 AM

The Northern Economic Corridor (NEC) is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also

links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is the Ministry of Transport and Infrastructure.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study, known as the JICA Study Team (JST). A master plan study also necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by JST to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Master Plan please see the attached Background Information Document (BID).

Therefore JST and ERM would like on Thursday 1st September, 2016 in the 9th Floor Boardroom, Works Building at 9.00 am to update you on the progress that has been made on the Master Plan, as well as the SEA.

Thank you and we look forward to meeting with you.

Yours sincerely

Eng. John K. Mosonik, CBS
PRINCIPAL SECRETARY

MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND URBAN DEVELOPMENT
STATE DEPARTMENT OF INFRASTRUCTURE

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WORKS BUILDING
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P.O. Box 30260 - 00100
NAIROBI-KENYA

Ref: MOTI.A/19.05 Vol. I

Date: 23rd August, 2016

H.E. Peter Gatirau Munya
Chairman, Council of Governors
Delta Corner, 2nd Floor
Opposite PWC Chiromo Road
Off Waiyaki Way
PO Box 40401-00100
NAIROBI

Dear Governor Munya

RE: THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR (NEC) AND STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) STUDY

INVITATION TO THE GOVERNORS OF MOMBASA, MAKUENI, NAIROBI, KIAMBU, MURANGA, NYANDARUA, NAKURU, UASIN GISHU, KERICHO, NANDI, KISUMU, VIHIGA, KAKAMEGA SIAYA, BUSIA, KWALE, KILIFI, KITUI, KAJIADO, NAROK, NYERI, LAIKIPIA, BARINGO, ELGEYO MARAKWET AND TRANS NZIOA COUNTIES TO ATTEND A HALF DAY STAKEHOLDER MEETING ON THE NEC AND SEA STUDY ON THURSDAY 22 ND SEPTEMBER AT THE PANAFRIC HOTEL, NAIROBI

The Northern Economic Corridor (NEC) is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognized as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. Although the importance of the Northern Corridor is increasing, there are some obstacles in the Corridor which have led to an increase in the transport cost, thus hindering the economic development of the region, specifically inland areas.

The Counties that are fully traversed by the NEC include Mombasa, Makueni, Nairobi, Kiambu, Muranga, Nyandarua, Nakuru, Uasin Gishu, Kericho, Nandi, Kisumu, Vihiga, Kakamega Siaya and Busia, while the Counties that are partially traversed by the NEC are Kwale, Kilifi, Kitui, Kajiado, Narok, Nyeri, Laikipia, Baringo, Elgeyo Marakwet and Trans Nzioa.

The Government of Uganda (GOU) and the Government of Kenya (GOK) therefore requested the Government of Japan (GOJ) to implement a project to formulate a master plan on logistics in Northern Corridor in order to promote regional development. The government organization responsible for the Project in Kenya is the Ministry of Transport, Infrastructure, Housing and Urban Development.

The Japan International Cooperation Agency (JICA) selected a consortium of consultants to conduct the Master Plan Study, known as the JICA Study Team (JST). A master plan study also necessitates the undertaking of a Strategic Environmental Assessment (SEA), as required by the Environmental Management and Coordination Act (1999) of Kenya. Environmental Resources Management East Africa Limited (ERM) was therefore contracted by JST to undertake the SEA which will investigate and mitigate probable environmental and social impacts. For more information on the Master Plan please see the attached Background Information Document (BID).

We would therefore like to invite the Governors of the Counties that the NEC traverses to a **half-day Stakeholder Meeting** on **Thursday 22nd September 2016**, at the **Panafric Hotel,** starting at **9.00 am**, where the Consultant Team will update you on the progress that has been made as well as the SEA.

Thank you and we look forward to meeting with you.

Yours

Eng. John K. Mosonik, CBS
PRINCIPAL SECRETARY

Copy to: **H.E Hassan Ali Joho**
Governor, Mombasa County

H.E Kivutha Kibwana
Governor, Makueni County

H.E Evans Kidero
Governor, Nairobi County

H.E William Kabogo
Governor, Kiambu County

H.E Mwangi Wa Iria
Governor, Muranga County

H.E Daniel Waithaka Mwangi
Governor, Nyandarua County

H.E Kinuthia Mbugua
Governor, Nakuru County

H.E Jackson Kiplagat Mandago
Governor, Uasin Gishu County

H.E Prof. Paul Chepkwony Kiprono
Governor, Kericho County

H.E Lagat Cleophas
Governor, Nandi County

H.E Jack Ranguma
Governor, Kisumu County

H.E Moses Akaranga
Governor, Vihiga County

H.E Wycliffe Oparanya
Governor, Kakamega County

H.E Cornel Amoth Rasanga
Governor, Siaya County

H.E Sospeter Ojaamong
Governor, Busia County

H.E Salim Mvurya
Governor, Kwale County

H.E Amason Jeffah Kingi
Governor, Kilifi County

H.E Julius Malombe
Governor, Kitui County

H.E David Ole Nkedianye
Governor, Kajiado County

H.E Samuel Kuntai Ole Tunai
Governor, Narok County

H.E Nderitu Gachagua
Governor, Nyeri County

H.E Joshua Irungu
Governor, Laikipia County

H.E Benjamin Cheboi Chesire
Governor, Baringo County

H.E. Alex Tanui Tolgos
Governor, Elgeyo Marakwet

H.E Patrick Khaemba
Governor, Trans Nzioa County

Annex E6

BID- NEC SEA August 2016 v4.0

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) FOR THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR IN KENYA AND UGANDA

The Northern Economic Corridor

The Northern Economic Corridor (NEC) is a multi-modal corridor, consisting of road, rail, pipeline, and inland waterways transport, and is recognised as a significant corridor for logistics in East Africa. The main road network runs from Mombasa Sea Port through Kenya and Uganda to Rwanda and Burundi and to Democratic Republic of Congo (DRC). The road network also links Kenya and Uganda to Juba in South Soudan. There are some obstacles in the NEC such as: inadequate infrastructure; poor connectivity of modes; long delays of cargo at the port and boarder post; and lack of goods to transport for the return trip from the inland area to Mombasa port. These obstacles have led to an increase in transport costs within the NEC and have hindered the economic development of the region, specifically inland areas.

The Governments of Uganda and Kenya therefore requested the Government of Japan to implement a project to formulate a Master Plan on Logistics in Northern Corridor in order to promote regional development. In response to these requests, the Japan International Cooperation Agency (JICA) dispatched a 'Detail Design Formulation Team for the Project' in October and November 2014. The Team proposed to develop a concept that would cover not only logistics, but also regional development along the NEC. The Governments of Kenya and Uganda agreed with the concept and signed the Record of Discussion with JICA for the implementation of the **Project for Formulation of the Master Plan on Logistics in the Northern Economic Corridor** (Master Plan).

Objective of the Master Plan Study

The objective of this Project is to formulate a Master Plan on Logistics for the NEC, along with integrated regional development strategy consistent with sub-regional development plans and national development plans. The target year of this Master Plan is 2030.

Owners of the Master Plan

The Government organizations responsible for the Project are as follows:

- In Kenya, the **Ministry of Transport and Infrastructure,** and
- In Uganda, the **Ministry of Works and Transport**.

Target Area

The target area of the Master Plan study covers the following routes and surrounding areas (see ***Figure 1***): Kenya, Uganda, Rwanda and South Sudan Target Countries include:

Figure 1: Routes of the NEC



Source: JICA Study Team (JST), 2015

Routing

The target area of the Master Plan study covers the following routes and surrounding areas :

Main route

- Mombasa – Nairobi – Tororo –Kampala – Katuna – Kigali (Rwanda)

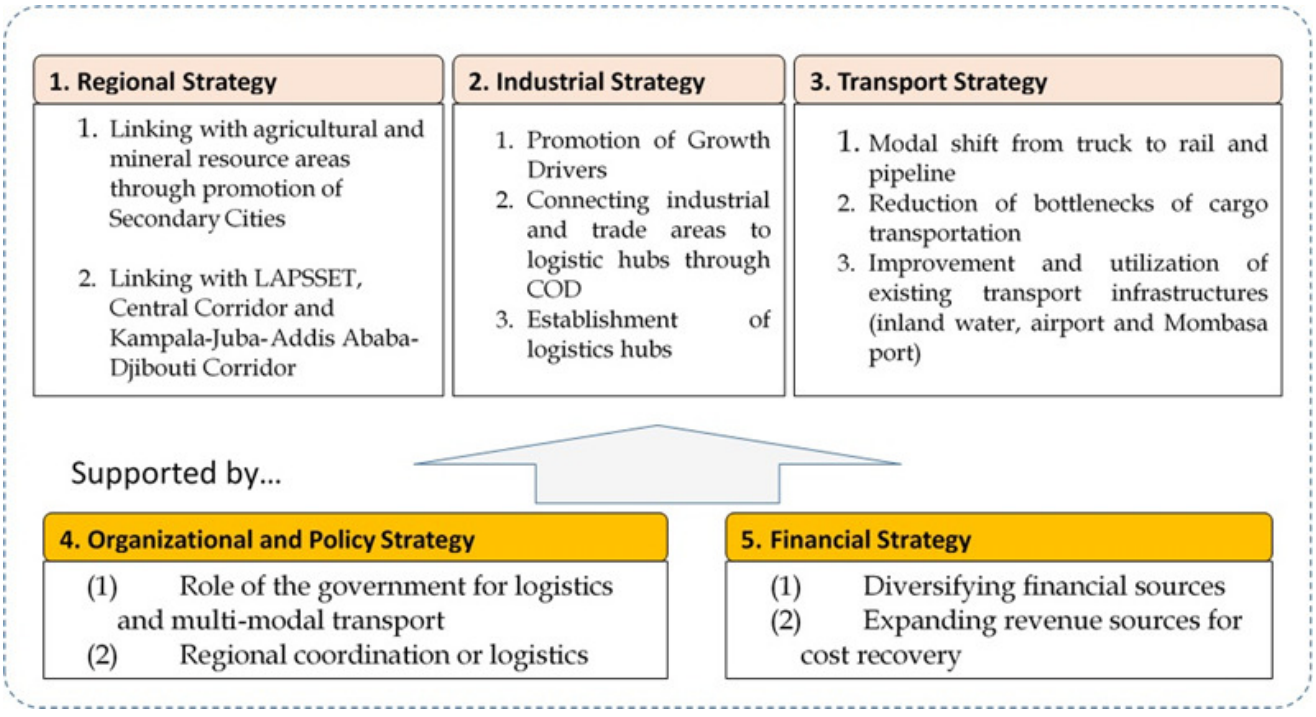
Sub-routes

- Eldoret – Nadapal – Juba (South Sudan)
- Tororo – Gulu – Elegu – Juba
- Kampala – Gulu – Elegu – Juba

Development Vision and Strategies of the NEC

The development vision for the NEC is: 'to *be the leading economic corridor with integrated transport and logistics systems in Africa*'. The Development Vision will be attained through the implementation of 5 strategies, as shown in ***Figure 2*** below:

Figure 2: Development Strategies



Source: JICA Study Team (JST), 2015

Proposed Activities and Projects for the Master Plan

Based on the development strategies, JST has proposed a number of urban and regional developments in Kenya (see ***Tables 1 and 2***).

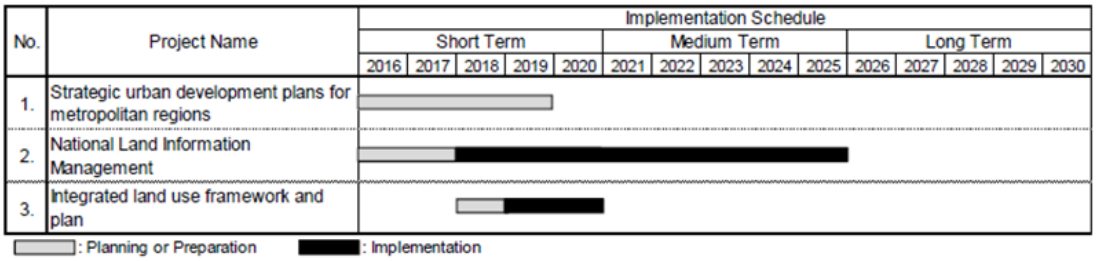
Table 1: Proposed Urban /Regional Development Projects

No	Project	Ministry/Agency Responsible	Objective	Output	Status	Cost (USD million)
1.	Preparation of strategic urban development plans for metropolitan regions	Ministry of Lands Housing and Urban Development (MoLHUD), Ministry of Devolution and Planning (MoDP), national Land Commission (NLC), County Government	To promote regional development, improve living condition and make sustainable management by County Government	Strategic urban development plans for metropolitan regions (Kisumu-Kakamega,Nakuru-Eldoret, and Kitui-Mwingi-Meru) which are near NEC with capacity development for County Government	Ongoing	10
2.	National Land Information Management	MoLHUD, NLC	To develop a GIS Based National Land Information Management System	Development and implementation of a GIS based National Land Information Management System (NLIMS), finalizing digitization of land paper records, deployment of the electronic land records management system, development and implementation of a cadastral database system	Ongoing	230
3.	Preparation and implementation of integrated land use framework and plan	MoLHUD, NLC, County Government	To ensure efficient and sustainable utilization and management of land and land based resources in a planned manner	Integrated land use framework and plan and management structure at national and county level	Proposed by NEC MP	5
	Total	-	-	-	-	245

Source: JST 2016

In addition, various projects have been suggested for the NEC and these include: road, railway, border posts, port, airport, and inland way, logistic hub, oil and mining, agriculture and fishery, manufacture, power, and water.

Table 2: Implementation Plan and Time Schedule



Source: JICA Study Team

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) FOR THE MASTER PLAN ON LOGISTICS IN THE NORTHERN ECONOMIC CORRIDOR IN KENYA AND UGANDA

Strategic Environmental Assessment (SEA)

SEA is defined as an environmental and social assessment of policy, plans and programme (PPP) proposals. SEA is different from Environmental Impact Assessment (EIA) in that SEA is used at the PPP levels, while EIA is used to identify impacts of a proposed project.

The aim of the SEA will be to integrate environmental and social considerations into the Master Plan on Logistics in the NEC and the final outputs SEA Reports submitted to the National Environment Management Authority (NEMA) in both Kenya and Uganda for approval.

The SEA Process

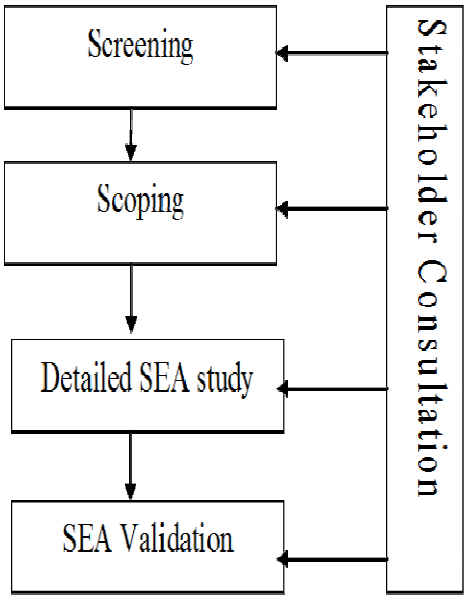
The SEA process is outlined below (see *Figure 3*)

Screening: to decide whether an SEA is appropriate and relevant to the development of a policy, plan or programme. In Kenya, a PPP Brief was submitted to NEMA by JST in June 2015.

Scoping: to determine whether significant environmental and social considerations are likely to arise from implementing the Master Plan. The focus will be on identifying strategic considerations at a conceptual level, rather than evaluating quantitative, detailed environmental and social impacts, as in a project-level assessment

Detailed SEA Study: to collect baseline data; identify alternatives; determine whether the Master Plan is likely to have significant effects on the environment; and identify measures to enhance opportunities and mitigate adverse impacts.

Figure 3 SEA Process



The SEA is being undertaken in full compliance with the following:

- In Kenya, the Environmental Management and Coordination Act 1999 (EMCA), Environmental (Impact Assessment and Audit) Regulations, 2003, as well as the National Guidelines for SEA in Kenya, 2012,
- In Kenya and Uganda, JICA's Guidelines for Environmental and Social Considerations, 2010, and
- In Kenya and Uganda, International Regulations such as the UNFCC, EAC Protocol on Environment, United National Convention on Biological

The Consultants

In Kenya, the SEA and associated Stakeholder Engagement process is being undertaken by *Environmental Resources Management East Africa Consulting Limited (ERM)*. More information on ERM can be found at: http://www.erm.com/

In Uganda, the SEA and Stakeholder Engagement is being undertaken by ERM in association with *Atacama Consulting* (Atacama). More information on Atacama can be found at: http://www.atacama.co.ug/

Contact Us

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Uganda

Atacama Consulting: Email: admin@atacama.co.ug , Phone: +256-751-090752

Ministry of Works and Transport, Uganda: Mr. Mutemo Charles, Principal Environment Officer

To Download Reports:

1. Kenya: http://www.transport.go.ke/Projects.html
2. Uganda: http://www.works.go.ug/nec/

Annex F

List of Historical Sites and Monuments along the NEC

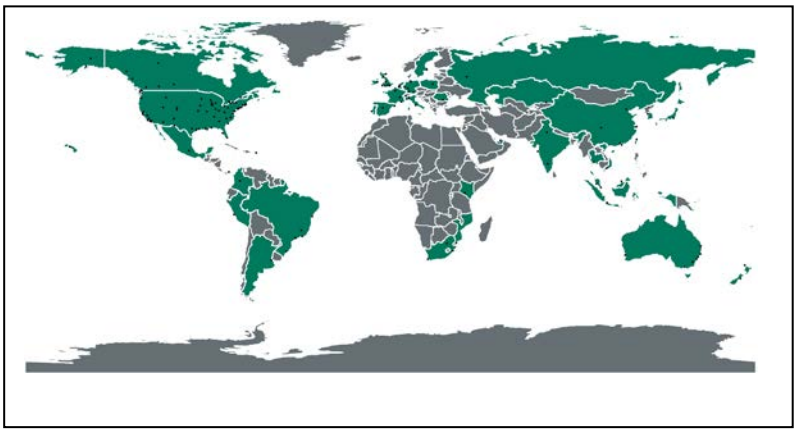
NAME OF SITE/MONUMENT	GAZETTE NOTICE NUMBER	GAZETTEMENT DATE	CONFIRMATION GAZETTE NOTICE NO.	CONFIRMATION DATE	PLOT L. R. NUMBER	LOCATION	DISTRICT	PROVINCE	AREA
Kijabe Church	2212	1981					Kiambu	Central	
Fort Hall	145	6/10/98	167	KSL 1998		Murang'a	Murang'a	Central	
Mukuruwe -wa-Nyagathanga	146	6/10/98	167	KSL 1998	1377/Loc. 15 Gakuyu	Gakuyu	Murang'a	Central	4.25 Acres
St. Paul's Church (A.C.K)	58	KSL 2000				Kikuyu	Kiambu	Central	17 X 6.5 M^2
Nyeri Provincial Police Headquarters	1427	9/3/2001					Nyeri	Central	1 Acre
Nyeri Club	1427	9/3/2001					Nyeri	Central	50 X 30 m^2
White Rhino Hotel,Nyeri	1427	9/3/2001					Nyeri	Central	50 X 30 m^2
Tumutumu P.C.E.A Church,Nyeri	1427	9/3/2001		objection		Konyu	Nyeri	Central	30 X 50 m^2
P.C.E.A. Tumu Tumu Secretary's Office, Nyeri	1427	9/3/2001					Nyeri	Central	50 X 30 m^2
Mau Mau Mass Grave	1427	9/3/2001					Nyeri	Central	5 Acres
Mau Mau Cave	1427	9/3/2001			Aguthi Gatitu 333		Nyeri	Central	45 X 25 m^2
African Retail Traders Store	1427	9/3/2001				Lumumba Street	Nyeri	Central	30 x 20 m^2
New District Commissioner's Office, Nyeri	1427	9/3/2001					Nyeri	Central	0.25 Acre
Nyeri Old Clock Tower	1427	9/3/2001					Nyeri	Central	5 X 4 m^2
Nyeri Court	1427	9/3/2001					Nyeri	Central	50 X 20 m^2
Riringu Police Station	1427	9/3/2001					Nyeri	Central	50 x 70 m^2
Ruringu Old African Court	1427	9/3/2001					Nyeri	Central	40 X 50 m^2
The Baden Powell Grave	1427	9/3/2001			Parcel No. 312		Nyeri	Central	12 x13 m^2
Pax-Tu Building	1427	9/3/2001					Nyeri	Central	40 X 30 m^2
St Peter's Anglican Church, Nyeri	1427	9/3/2001		objection	Parcel No. 312		Nyeri	Central	40 X 30 m^2
St. Cuthbert's P.C.E.A. Church, Nyeri	1427	9/3/2001					Nyeri	Central	50 X 40 m^2
Mathari Catholic Mission Church, Nyeri	1427	9/3/2001					Nyeri	Central	16 X 50 m^2
Italian Memorial Church, Nyeri	1427	9/3/2001					Nyeri	Central	45 x 28 m^2
Italian Servants' Wall Monument	1427	9/3/2001					Nyeri	Central	2 x 4 m^2
Queen Elizabeth Monument	1427	9/3/2001					Nyeri	Central	2 X 3 m^2
Dedan Kimathi's Trench (Kahigani)	1427	9/3/2001					Nyeri	Central	40x40 m^2
Mau Mau Fig tree	1427	9/3/2001						Central	40 X 40 m^2
A.I.C Kijabe Church Ruins	1427	9/3/2001				Kijabe	Kiambu	Central	11 X 15.5 Ma
Karima Hill	1427	9/3/2001		objection			Nyeri	Central	84 Acres.
Burguret Mau Mau Shelter	8988	24/12/03				Gakawa	Nyeri	Central	200m X 200m
Naromoru Mau Mau Cave	8988	24/12/03					Nyeri	Central	200m X 200m
Fort Smith	7471	24/09/04				Muguga	Kiambu	Central	2 acres
Bildad Kaggia's Mausoleum	7085	8/9/06	LN 128	KSL 2008			Maragwa	Central	20m x 20m
Ichagaki Parish Church	9277	17/11/2006	LN 128	KSL 2008			Maragua	Central	
Manse Kikuyu	2659	11/04/2008	LN 128	KSL 2008	Dagoretti/Thogoto		Kiambu	Central	
Watson Scott Memorial	2659	11/04/2008	LN 128	KSI 2008	Dagoretti/Thogoto		Kiambu	Central	
P.C.E.A. Church of the Torch, Thogoto, Kikuyu	2659	11/04/2008	LN 128	KSL 2008	L.R.No. Dagoretti/Thogoto/1448	Kinoo	Kiambu	Central	
Githunguri Gallows	244	14/01/2011			L.R.No. Githunguri/Githunguri/463		Kiambu	Central	
Mau Mau Trench	244	14/01/2011					Nyeri	Central	
Githunguri Girls Dormitory (Kiriri)	245	22/12/2010					Kiambu	Central	
Jomo Kenyatta's College Residence	245	22/12/2010					Kiambu	Central	
Mbiyu Koinange's College Residence	245	22/12/2010					Kiambu	Central	
Githunguri Girls Dormitory (Kiriri)	245	14/01/2011			Githunguri/Githunguri 463		Kiambu	Central	70ft x 30ft
Jomo Kenyatta's College Residence	245	14/01/2011			Githunguri/Githunguri 463		Kiambu	Central	60ft x 40ft
Githunguri Gallows	244	14/01/2011			Githunguri/Githunguri 463		Kiambu	Central	4m x 4m
Mau Mau Trench	244	14/01/2011					Nyeri	Central	500m
Italian Prisoners of War Pillar	11252	16/09/2011				Kalimoni-Juja	Thika	Central	3ft x 3ft
Italian Prisoners of War Brick Manufacturing Plant	11252	16/09/2011						Central	
Thingine Traditional Shrine	13561	28/09/2012				Magutu	Mathira East	Central	
Mau Mau Cave	13561	28/09/2012				Magutu	Mathira East	Central	
Wamutitu Mau Mau Cave	13561	28/09/2012				Iria-ini	Mathira East	Central	
Kahuru River Mau Mau Caves	13561	28/09/2012				Iria-ini	Mathira East	Central	
Kariba Mau Mau Caves	13561	28/09/2012				Iria-ini	Mathira West	Central	
Mau Mau Mass Grave at Gikondi	13561	28/09/2012				Gikondi	Mukurweni District	Central	
Old Italian Church in Ndaragu	11252	16/09/2011				Kalimoni-Juja	Thika	Central Province	20ft x 40ft
Parcel No. 690 Block 1, Lamu Island	1516	1982				Lamu	Lamu	Coast	
Jumba la Mtwana Ruins	1515	1982			Plot No.MN/III/313/8		Kilifi	Coast	
Takwa Milinga Ruins	1514	1982			12475	Manda Island	Lamu	Coast	13.45 Ha.
Pate Ruins	1513	1982			12476-12480	Pate Island	Lamu	Coast	3.7976 Ha.
Kongo Mosque	170440	19/28/1983	457	1929		Diani	Kwale	Coast	1.5 Ha.
Shaka ruins	1116	1983				Kipini	Tana River	Coast	20.33 Ha.
Kwa Wanawali Saba	1116	13/6/1983				Kipini	Tana River	Coast	49.5 Ha.
Kwa Ungwana wa Mashaa	1116	13/9/1983				Kipini	Tana River	Coast	
Ishakani III	1317	1983				Ishakani	Lamu	Coast	
Ishakani II	1317	1983				Ishakani	Lamu	Coast	
Ishakani I	1317	1983				Ishakani	Lamu	Coast	
Kisauni Bell Tower	1317	1983				Kisauni/Mombasa	Mombasa	Coast	
Shanga	1317	1983				Pate Island	Lamu	Coast	
Mbaraki Pillar	1317	1983				Mombasa Island	Mombasa	Coast	
Omwe	1317	1983				Kiunga	Lamu	Coast	5.5 Ha.
Kiunga	1317	1983				Kiunga	Lamu	Coast	
Lamu Fort	1949	15/5/84	Legal Notice 56	22/3/85		Lamu Town	Lamu	Coast	
Old Law Courts	2331	14/6/85				Mombasa Island	Mombasa	Coast	
Historic Lamu Town	2490	20/6/86	1631	12/4/90		Lamu Town	Lamu	Coast	15 Ha.
Mnarani Ruins	170	?/3/29	457			Mnarani town	Kilifi	Coast	064 Ha.
Historic Old Town, MSA	2092	11/5/90	1779	03/05/91	Plan No. 537/6	Mombasa Island	Mombasa	Coast	13.0 Ha.
Fort Jesus National Monument (Formerly Fort Jesus Nati	1688	12/6/70			Block XXXV, No. 80	Mombasa Island	Mombasa	Coast	2.306 Ha.
Gede National Monument	1688	12/6/70			10993	Gede	Kilifi	Coast	43.50 Ha.
Jumaa Mosque	331	1958						Coast	
Jamadra Mosque	3421	13/11/56			617	Malindi Town	Kilifi	Coast	
Mtwapa	445	1935					Kilifi	Coast	
Kilepwa Island	1522	1954					Kilifi	Coast	
Luziwa	331	1958						Coast	
Mambore	331	1958				Kiunga	Lamu	Coast	22.1 Ha.
Mambrui	445	1935					Kilifi	Coast	
Mgangani	1882	12/5/59					Kilifi	Coast	
Nossa Senhora	445	1935						Coast	
Portuguese Shipwreck	117	14/1/77					Mombasa	Coast	300 metres flag pole.
Riadha Pillar	331	1958					Lamu	Coast	
Ras Uwani	331	1958						Coast	
Redoubt	445	1935				Mombasa Island	Mombasa	Coast	0.10 Ha.
Shirazi	445	1935					Kwale	Coast	
Sheikh Said	3421	13/11/56				Malindi	Kilifi	Coast	
Sheikh Othman	3421	13/11/56				Malindi	Kilifi	Coast	
Siyu	331	1958				Pate Island	Lamu	Coast	
Tumbe	445	1935					Kwale	Coast	
Takaungu South	445	1935				Takaungu	Kilifi	Coast	
Takaungu North	331	1958				Takaungu	Kilifi	Coast	
Trumpet Metal	445	1935						Coast	
Trumpet Ivory	445	1935						Coast	
Vasco da Gama Pillar	445	1935				Malindi	Kilifi	Coast	0.2 Ha.
Jamia of Siyu	331	1958				Pate Island	Lamu	Coast	
Lango la Shee of Siyu	331	1958				Pate Island	Lamu	Coast	
Bwana Bakari Mosque	2020	1982	165	objection on13/7/82		Pate Town	Lamu	Coast	0.14 Ha.
Bwana Tamu	2020	1982	165	objection on 13/7/82				Coast	
Ras Mtangawanda Mosque	0							Coast	
DO's Office, Malindi	3650	23/8/91	2016	13/4/95	No. Mali/Adm./1/1 Boundary Pla	Malindi	Kilifi	Coast	0.84 Ha.
Mama Ngina Drive Historical Site	3651	23/8/91	3909	Regazetted in 1993	XXVI/268	Mombasa Island	Mombasa	Coast	7.85 Ha.
Mombasa Golf Club	2443	16/5/97	6017	14/11/97	XXVI / 60	Mombasa Island	Mombasa	Coast	
Babu Motors	2443	16/5/97	6017	14/11/97	XX /40	Mombasa Town	Mombasa	Coast	
Kilindini House	2443	16/5/97	6017	14/11/97	IMI / 310	Mombasa Town	Mombasa	Coast	
Ivory House	2443	16/5/97	6017	14/11/97	XXV /31-8	Mombasa Town	Mombasa	Coast	
Issa Thawar House	2443	16/5/97	6017	14/11/97	XXVIII / 44	Mombasa Town	Mombasa	Coast	
MSA Hospital Dispensary	2443	16/5/97	6017	14/11/97	XXVI /220	Mombasa Town	Mombasa	Coast	
Central Police Station	2443	16/5/97	6017	14/11/97	XXIV /16 (main administration bu	Mombasa Town	Mombasa	Coast	
District Officer's Office, Mombasa	2443	6/5/97	6017	14/11/97	XV/193	Mombasa Island	Mombasa	Coast	
Anglican Cathedral	2443	16/5/97	6017	14/11/97	XXV/132-70	Mombasa Town	Mombasa	Coast	
Mackinnon Market	2443	16/5/97	6017	14/11/97	XXIX/12	Mombasa Town	Mombasa	Coast	
Alidina Visram School	2443	16/5/97	6017	14/11/97	XVI/37	Mombasa Town	Mombasa	Coast	
Grindlay's Bank Intn'l	2443	16/5/97	6017	14/11/97	XXIV / 18	Mombasa Town	Mombasa	Coast	
National Bank of Kenya	2443	16/5/97	6017	14/11/97	XXIV / 53	Mombasa Town	Mombasa	Coast	
Valentine High School	2443	16/5/97	6017	14/11/97	XXV / 59	Mombasa Town	Mombasa	Coast	
Kaya Kiteje	200	17/1/92	1132	18/3/94			Mombasa	Coast	10 Ha.
Kaya Pungu	200	17/1/92	1132	18/3/94			Mombasa	Coast	10 Ha.
Kaya Bombo	200	17/1/92	1132	18/3/94			Kwale	Coast	10 Ha.
Similani Cave	200	17/1/92	1132	18/3/94			Mombasa	Coast	10 Ha.
Kaya Waa	200	17/1/92	4207	29/7/94			Kwale	Coast	20 Ha.
Kaya Sega	200	17/1/92	1132	18/3/94			Kwale	Coast	20 Ha.
Kaya Gonja	200	17/1/92	1132	18/3/94			Kwale	Coast	
Kaya Jego	200	17/1/92	1132	18/3/94			Kwale	Coast	10 Ha.
Kaya Tiwi	200	17/1/92	1553	Degazetted on 18/2/98			Kwale	Coast	10 Ha.
Kaya Bate	2444	16/5/97	6180	21/11/97		Garashi	Malindi	Coast	4.75 Ha.
Kaya Bura	2444	16/5/97	6180	21/11/97		Garashi	Malindi	Coast	11.40 Ha.
Kaya Dagamura	2444	16/5/97	6180	21/11/97		Garashi	Malindi	Coast	32.21 Ha.
Kaya Mayowe	2444	16/5/97	6180	21/11/97		Garashi	Malindi	Coast	6.28 Ha.
Kaya Singwaya	2444	16/5/97	6180	21/11/97		Garashi	Malindi	Coast	47.24 Ha.
Kaya Mudzimiru	2444	16/5/97	6180	21/11/97		Rabai	Kilifi	Coast	147.39 Ha.
Kaya Mtswakara	2444	16/5/97	6180	21/11/97		Kasemeni	Kwale	Coast	247.86 Ha.
Kaya Fungo	150	5/7/96	2442	16/5/97		Fungo	Kilifi	Coast	204.417 Ha.
Kaya Kauma	150	5/7/96	2442	16/5/97		Kauma	Kilifi	Coast	74.845 Ha.
Kaya Chivara	150	5/7/96	2442	16/5/97		Kauma	Kilifi	Coast	86.803 Ha.
Kaya Diani	200	17/1/92	1132	18/3/94			Kwale	Coast	20 Ha.
Kaya Muhaka	200	17/1/92	1132	18/3/94			Kwale	Coast	150 Ha.
Kaya Galu (Ganzoni)	200	17/1/92	1132	18/3/94			Kwale	Coast	
Kaya Kinondo	200	17/1/92	1132	18/3/94			Kwale	Coast	30 Ha.
Chale Island Sacred Grove	200	17/1/92	1132	18/3/94			Kwale	Coast	50 Ha.
Shimoni Cave	200	17/1/92	1132	18/3/94			Kwale	Coast	
Kaya Bogowa	200	17/1/92	1132	18/3/94			Kwale	Coast	10 Ha.
Kaya Gandini	200	17/1.92	1132	18/3/94			Kwale	Coast	100 Ha.
Kaya Mtai	200	17/1/92	1132	18/3/94			Kwale	Coast	
Dugumura Hill Sacred Grove	200	17/1/92	1132	18/3/94			Kwale	Coast	
Kaya Kwale	200	17/1/92	1132	18/3/94			Kwale	Coast	
Kaya Dzombo	200	17/1/92	1132	18/3/94			Kwale	Coast	

NAME OF SITE/MONUMENT	GAZETTE NOTICE NUMBER	GAZETTEMENT DATE	CONFIRMATION GAZETTE NOTICE NO.	CONFIRMATION DATE	PLOT L. R. NUMBER	LOCATION	DISTRICT	PROVINCE	AREA
Mrima Hill Sacred Grove	200	17/1/92	1132	18/3/94			Kwale	Coast	
Kaya Ukunda	1039	11/3/92	1132	18/3/94			Kwale	Coast	20 Ha.
Manda Town Ruins	919	27/3/56				Manda Island	Lamu	Coast	6.7 acres
Mosque (Unnamed)	3421	13/11/56			645 & 646	Malindi Town	Kilifi	Coast	
Bwana Shali Patani	331	1958						Coast	
Faza	131	1958						Coast	
Diani Ruins	440	1983					Kwale	Coast	
Jumaa Mtwapa	331	1958					Kilifi	Coast	
Mwana	331	1958					Lamu	Coast	
Old Watch Towers	445	1935						Coast	
Pillar Tomb	331	1958						Coast	
Tiwi	445	1935					Kwale	Coast	
Castle Hotel	2443	16/5/97	6017	16/11/97	XXVI/70	Mombasa Town	Mombasa	Coast	
Holy Ghost Cathedral	2443	16/5/97	6017	14/11/97	XXV/105	Mombasa Town	Mombasa	Coast	
Kaya Mudzi Muvya	147	6/10/98	167	KSL 1998		Rabai	Kilifi	Coast	171.3 Ha.
Kaya Lunguma	147	6/10/98	167	KSL 1998		Golini	Kilifi	Coast	154.83 Ha.
Muyu wa Kae,Swahili Settlement	132	4/8/99	151	6/10/1999		Marereni	Malindi	Coast	4 acres
Sheikh Mwinyime Shrine	132	4/10/98	151	6/10/1999			Mombasa	Coast	2 acres
Kaya Bomu/Fimboni	133	4/8/99	150	6/10/1999		Mwawesa	Kilifi	Coast	408.78 Ha.
Kaya Mzizima	133	4/8/99	150	6/10/1999		Mwawesa	Kilifi	Coast	29.06 Ha.
Leven House	3360	14.6/1996			33 Sec. XXXIII M.I	Mombasa	Mombasa	Coast	0.0324 Ha.
Shatin Tomb	0							Coast	0.07 Ha.
St Emmanuel Church, Frere Town	2443	6/5/97	6017	14/11/97	1 M.N./915	Nyali	Mombasa	Coast	
Kaya Mstwakara	2441	6/9/97	6180	24/9/97		Kasemeni	Kwale	Coast	
Kaya Chonyi	147	6/10/98	167	KSL 1998		Gandini	Kwale	Coast	113.70 Ha.
Ronald Ngala's Tombstone	0.57	KSL 2000				Kaloleni	Kilifi	Coast	6 x 10 m²
Old St. Marks A.C.K. Sagala Church	0.57	KSL 2000				Sagala	Taita Taveta	Coast	15.4 x 7.4 m²
Lamu District Vetenary Office Block	58	KSL 2000			Parcel No. Lamu/Block 1/356		Lamu	Coast	
Bedida Sacred Grove	1933	1/3/2002					Kilifi	Coast	958.21 Ha.
Lamu Water Catchment Area	1933	1/3/2002				Mwawesa	Lamu	Coast	35.25 Ha.
Two Malindi pillars	607	6/7/1945	816	25/9/1945		Near D.O office	Malindi	Coast	
Mama Ngina Drive Historical and Archaeological Site	9494	3/12/04	KSL 2005	15/07/2005	178, 230,248, 263, 270, 367, 368,	376, 377, 426, 427, 534, 55	Mombasa	Coast	
Shimoni Heritage Sites	1611	10/03/2006			554, 555, 556, 5029/1, 5029/2,	5029/3, 536, 537, 538, 539, 54	Kwale	Coast	
Kitau Manda Skyline	3499	02/05/2008	LN 128	KSL 2008			Lamu	Coast	
Kaya Chitsanze	7207	03/08/2008	LN 128	KSL 2008			Kwale	Coast	
Vigango of the Giriyama	2398	13/03/2009						Coast	
Kenya Ports Authority	5025	22/05/2009			L N. 15		Mombasa	Coast	
Kenya Ports Authority Maritime Museum Building	5025	22/05/2009					Mombasa	Coast	0.98 Acre
Iittle Theatre Club	163	2001			LR MSA/BLOCK XL VII/24			Coast	1.9 Acres
Fort Jesus	388	28/05/1935					Mombasa	Coast	
Mnarani	445	25/06/1935					Kilifi	Coast	
Pate	445	25/06/1935					Lamu	Coast	
Diani	445	25/06/1935						Coast	
First Sir Ali Bin Salim Primary School Building Malindi	13561	28/09/2012					Malindi	Coast	
Marafa Depressions	13561	28/09/2012				Hain Marafa	Malindi	Coast	
Jomo Kenyatta Public Beach	13562	28/09/2012					Mombasa	Coast	
Uhuru Gardens Mombasa	13562	28/09/2012					Mombasa	Coast	
Ruins of Mtwapa Creek	13562	28/09/2012					Kilifi	Coast	
Sibiloi National Park	2213	1981	1517	4/6/82	Plan No. 204/47		Marsabit	Eastern	
Njuri Nceke Building, Meru	4208	1994	2016	13/4/95	1651	Nciru Uringu	Meru	Eastern	8.09 Ha.
Thaai Sacred Lake	8988	24/12/2003				Kibirichia	Meru Central	Eastern	250 Ha.
Nkunga Sacred Lake	8988	24/12/2003				Nkunga	Meru Central	Eastern	150 Ha.
Bututia Sacred Lake	8988	24/12/2003				Kianjai	Meru North	Eastern	250 acres
Giitune Sacred Forest	8988	24/12/2003				Gatimbi	Meru Central	Eastern	18 acres
M'Mwenda Mau Mau Cave	8988	24/12/2003				Ntugi	Meru Central	Eastern	1 acre
Machakos DC's Residence	7471	24/09/2004					Machakos	Eastern	4.5 acres
El Molo Shrines	5288	16/07/2004	LN 128	KSL 2008		Loyangalani	Marsabit	Eastern	
Paul Ngei's Mausoleum	7085	08/09/2006	LN 128	KSL 2008			Machakos	Eastern	20m x 20m
Old Embu PC's House	1399	19/02/2007	LN 128	KSL 2008			Embu	Eastern	70ft x 80ft
Old Embu PC Servant's Quarters	1399	19/02/2007					Embu	Eastern	20ft x 35ft
Old Armoury	1399	19/02/2007	LN 128	KSL 2008			Embu	Eastern	6ft
Ol Donyo Sabuk House	11942	19/12/2008				Kymzavi	Machakos	Eastern	33acres
The First District Commissioner's Office, Machackos	0.55	KSL 2000			Parcel No. 670 F/R 210/144	Machakos Town	Machakos	Eastern Province	
Old P.C Office Nairobi	5257	1993	2016	13/4/95	Building No. Nair/Adm./4/1	Nairobi	Nairobi	Nairobi	
Central Park Monument	2017	13/4/95	343	26/1/96	537/9	Nairobi	Nairobi	Nairobi	11.04 Ha.
Uhuru Park National Monument	2017	13/4/95	343	26/1/96	537/10	Nairobi	Nairobi	Nairobi	21.43 Ha.
Uhuru Gardens National Monument	2017	13/4/95	343	26/1/96	209/9939	Nairobi	Nairobi	Nairobi	26.45 Ha.
Kenya National Archives	7358	1/12/95			209/8698	Nairobi		Nairobi	
McMillan Library	7358	1/12/95			209/1890	Nairobi		Nairobi	
High Court Building	7358	1/12/95			209/2676	Nairobi		Nairobi	
Kipande House	7358	1/12/95			209/959	Nairobi		Nairobi	
City Park	6313	28/11/1997	46	1/3/2002	209/6559/6	Nairobi	Nairobi	Nairobi	29.74 Ha.
Former Parklands Railways Staff quarters	976	6/03/98			209/6437 and 209/6439	Parklands	Nairobi	Nairobi	
Jeevanjee Gardens	0.56	KSL 2000			209/424	Nairobi	Nairobi	Nairobi	3.94 Acres.
The Calton Fenzi Memorial Stone	0.58	KSL 2000				Nairobi	Nairobi	Nairobi	
The War Memorial Statue	0.58	KSL 2000				Nairobi	Nairobi	Nairobi	
Institute of African Studies-Chiromo Campus	1427	9/3/2001			209/346/35	Chiromo campus	Nairobi	Nairobi	50 x 50 m²
Nairobi School	1427	9/3/2001			209/6365	Westlands	Nairobi	Nairobi	
Khoja Mosque	1427	9/3/2001			209/34		Nairobi	Nairobi	
Old Mutual Building	1427	9/3/2001		objection	209/1405		Nairobi	Nairobi	
Standard Chatered Building	1427	9/3/2001		objection	209/1000		Nairobi	Nairobi	
Pan African House	1427	9/3/2001		objection	209/927		Nairobi	Nairobi	
Royalty House	1427	9/3/2001			209/588		Nairobi	Nairobi	
Imperial Chambers	1427	9/3/2001		objection	209/587		Nairobi	Nairobi	
Imperial British East African Company (I.B.E.A) Building	1427	9/3/2001					Nairobi	Nairobi	
Bull Cafe	1427	9/3/2001		objection	209/492/1		Nairobi	Nairobi	
Prembro House	1427	9/3/2001			209/469		Nairobi	Nairobi	
Pansomi Building	1427	9/3/2001			209/2201		Nairobi	Nairobi	
Surat District Association Building	1427	9/3/2001		objection	209/2735/2736		Nairobi	Nairobi	
Rahimtulla Trust Library	1427	9/3/2001			209/2034	Mfangano street	Nairobi	Nairobi	
Bohra Mosque	1427	9/3/2001		objection	209/2034		Nairobi	Nairobi	
Makhan Singh House	195	KSL 2002	LN 128	KSL 2008	209/2761	Nairobi	Nairobi	Nairobi	
Dedan Kimathi Statue	1399	19/02/2007	LN 128	KSL 2008				Nairobi	0.01146 Ha.
War Memorial Pillar	9276	17/11/2006						Nairobi	
Nairobi Club	9276	17/11/2006	LN 128	KSL 2008				Nairobi	
City Park	9621	17/10/2008						Nairobi	
Railway House, Lower Hill Road	3204	25/04/2008	LN 128	KSL 2008	L. R. No. 209/14647			Nairobi	
Land's Offices, Moi Avenue	3204	25/04/2008	LN 128	KSL 2008	L. R. No. 209/12722			Nairobi	
Siri Gurdwara Ramgharia	5089	08/06/2007	LN 128	KSL 2008				Nairobi	
Peponi Road House No. 21	0		LN 128	KSL 2008				Nairobi	
Westminister House	5088	08/06/2007	LN 128	KSL 2008				Nairobi	
Shaffi Mosque	5087	08/06/2007	LN 128	KSL 2008				Nairobi	
City Market	5024	22/05/2009			LR No.209/1855/1			Nairobi	
Cottage Nani Road 150 Karen	2659	11/04/2008	LN 128	KSL 2008	LR No. 7336/118		Nairobi	Nairobi	
Nairobi South Cemetery	10931	16/10/2009			LR No. 209/256			Nairobi	
Desai House, 2nd Parklands Avenue	3204	25/04/2008	LN 128	KSL 2008	L.R.No. 209/14647			Nairobi	1.7acres
Pumwani Community Memoerial Hall	8073	16/07/2010			L.R. 209/2378/9		Nairobi North	Nairobi	
Tom Mboya Statue	12304	07/10/2011						Nairobi	0.015 Ha.
YWCA International House	13561	28/09/2012				Ngara	Nairobi	Nairobi	
Cameo Cinema Building	13561	28/09/2012					Nairobi	Nairobi	
Kanam Prehistoric Site	2096	1982					South Nyanza	Nyanza	300m²
Kanjera Prehistoric Site	2019	13/7/1982				Kanjara River	South Nyanza	Nyanza	
Brooks Quarry Prehistoric Site	1512	1982			5432/2	Kisumu	Kisumu	Nyanza	24.5 Acres.
Chemogoch Prehistoric Site	1511	4/6/82			11257/R	East of Muhoroni	Nyando	Nyanza	500 Acres.
Thimlich Ohingas	2966	1981	1517	4/6/82		Kadem	South Nyanza	Nyanza	
Songhor Palaeo. site	2210	1981	1517	4/6/82	3105/R (parcel 1)	Muhoroni	Kisumu	Nyanza	78 Acres
Muguruk Arch. site	2076	1981	1517	4/6/82		East of Muguruk River	Kisumu	Nyanza	2 Acres
Jaramogi Oginga Odinga Mausoluem	0.58	KSL 2000			Parcel No. 291	Nyamira	Bondo	Nyanza	
Government Rest House-Sori	1427	9/3/2001			468 at Sori	Karungu	Homa Bay	Nyanza	6.15 x 11.04 m²
The Old SDA Church- Rapedhi	1427	9/3/2001				Kanyidoto	Homa Bay	Nyanza	12 x 23 m²
Macalder Mines	1427	9/3/2001				South East Kadem	Migori	Nyanza	30 X 50 m²
Old Provincial Commissioner's Office	1427	9/3/2001					Kisumu	Nyanza	
District Commisioner's office, Kisumu	1427	9/3/2001					Kisumu	Nyanza	
Kisumu Police Headquarters	1427	9/3/2001					Kisumu	Nyanza	
Brandman's House	1427	9/3/2001		objection			Kisumu	Nyanza	
Tom Mboya Mousoleum	1427	9/3/2001				Rusinga West	Suba	Nyanza	.055 Ha.
Got Ramogi Hill	8988	24/12/03				Central Yimbo	Bondo	Nyanza	283 Ha
Kit Mikayi Shrine	8988	24/12/03				East Seme	Kisumu	Nyanza	5 acres
East Alego Nyangoma Kogelo	2400	13/03/2009						Nyanza	3.6Ha
Kanam-Kanjera	445	25/06/1935						Nyanza	
Lanet Prehistoric Site	2214	1981	1517	4/6/82	12208		Nakuru	Rift Valley	34 Acres
Italian Church near Kijabe	2212	1981	1517	4/6/82	12148		Nakuru	Rift Valley	
Fort Ternan Palaeo. site	2211	1981	1517	4/6/82	11889		Kericho	Rift Valley	21.56 Acres
Kapurtay Prehistoric Site	2075	1981	1517	4/6/82	10814	South Aintomotua River	Nandi	Rift Valley	227 Acres.
Kilombe Arch. site	3715	1980	1517	4/6/82	487/28/1		Nakuru	Rift Valley	22,027.5 m²
Hyrax Hill Museum and Site	2018	13/4/95	343	26/1/96	4720/50&11264	Nakuru Municipality	Nakuru	Rift Valley	27 Ha.
Kariandusi	1522	1954					Nakuru	Rift Valley	0.5 Acres.
Kenyatta House- Maralal	118	14/1/77					Samburu	Rift Valley	2 Acres
Olorgasailie National Monument	1688	12/6/70			10994	Olkejuado - N.E OF LAKE MA	Kajiado	Rift Valley	21.25 Ha.
Selengai Stone	445	1935					Kajiado	Rift Valley	
Selengai Wells	445	1935					Kajiado	Rift Valley	
Blixen House	2443	16/5/97			3930	Naivasha	Nakuru	Rift Valley	2.0 Acres.
Kericho Wagon Works Ltd.	2443	16/5/97	6017	14/11/97	171 Land ref. 631	Kericho Town	Kericho	Rift Valley	
Lord Egerton Castle	342	26/1/1996			5627	Ngata farm	Nakuru	Rift Valley	
Sirikwa Holes	5288	16/07/04				Kipsinende	Uasin Gishu	Rift Valley	
Tuluap-Sigis	2398	13/03/2009						Rift Valley	375Ha.
St. Peters Catholic Church	3512	09/04/2009						Rift Valley	40x40ft
Old Asian School	3512	09/04/2009						Rift Valley	50x25ft
Former Italian Barracks	3512	09/04/2009						Rift Valley	8x30ft
Kora Cultural Site	10226	26/08/2011				Oldonyonyoike	Kajiado	Rift Valley	5 acres
Emugur Cultural Site	10226	26/08/2011				Oldonyonyoike	Kajiado	Rift Valley	6m x 2.5m
Mount Suswa Caves	13561	28/09/2012					Narok and Kajiado	Rift Valley	
Muhanda Fort	3748	4/12/81	Sub-Reg. 46	26/11/82			Bungoma	Western	
Chetambe's Fort	3747	1981					Bungoma	Western	

NAME OF SITE/MONUMENT	GAZETTE NOTICE NUMBER	GAZETTEMENT DATE	CONFIRMATION GAZETTE NOTICE NO.	CONFIRMATION DATE	PLOT L. R. NUMBER	LOCATION	DISTRICT	PROVINCE	AREA
Muliro Gardens	1427	9/3/2001			PlanDiagram No. W. 16/98/22 of	29/09/98	Kakamega	Western	1.366 Ha.
Abatondo Sacred Forest	8988	24/12/03				South-West Bunyore	Vihiga	Western	2 acres
Ikhonga Murwi (Weeping Stone)	8988	24/12/03				Ilesi	Kakamega	Western	0.5 acre
Kakapeli Rock Shelter	5287	01/07/04	LN128	KSL 2008		North Teso	Busia	Western	
Oluchiri Sacred Grove	9276	17/11/2006	LN 128	KSL 2008				Western	
Asubwe Sacred Grove	9276	17/11/2006	LN 128	KSL 2008			Vihiga	Western	
King George's Tower	9276	17/11/2006	LN 128	KSL 2008				Western	

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