REF: NMK/DMSM/WHC/2

12th February 2016

Director

World Heritage Centre

7, place de Fontenoy

75352 Paris 07 SP

FRANCE

Dear Dr. Rossler,

RE: STATE OF CONSERVATION REPORTS FOR LAKE TURKANA NATIONAL PARKS (N 801 bis) AND LAMU OLD TOWN (C 1055) WORLD HERITAGE SITES

The State Party of Kenya submits the SOC reports of the two above named World Heritage Sites. Kindly find therefore, the enclosed, co-signed report between the two State Parties of Kenya and Ethiopia. Find also State of Conservation report Lamu Old Town World Heritage Site.

On behalf of the State Party of Kenya, I wish to thank you for your continued support.

Yours sincerely,

Mzalendo N. Kibunjia. PhD, EBS

Director General
Lamu Old Town
World Heritage Site C 1055

State of Conservation Report

January 2016

STATE PARTY OF KENYA
Executive Summary

The Lamu Old Town World Heritage Site (C 1055) was inscribed on the World Heritage List in 2001 under Criteria (ii) (iv) and (vi). Lamu has faced minor challenges until a substantial development project dubbed; The LAPSSET Project was proposed. It has been observed that the project could potentially negatively impact on the Lamu Old Town World Heritage Site.

As a measure to arrest perceived negative impacts of the project, a Heritage Impact Assessment (HIA) study was carried out with wide participation of the local communities and a report produced in 2014 prescribing mitigation measures to counter such impacts. The report has since been adopted by the Board of Directors of the National Museums of Kenya pending presentation of the progress to all the key stakeholders about implementation of outstanding recommendations of the report.

At present, no LAPSSET projects works have been undertaken near the World Heritage Site. Additionally, there are no plans for infrastructural developments within the Lamu Archipelago and a sufficient buffer for the WHS property and the entire Lamu Island and has been set with a cordon line being drawn on the mainland beyond which proposed construction will not be done.

The State Party of Kenya has a new transformational framework through a new constitution that saw major changes in the local authority administration. Lamu is now governed by the County Government of Lamu (CGL). The national government through the National Museums of Kenya (NMK) is working closely with the CGL in strengthening the legislative and administrative tools for the World Heritage property.

The State Party of Kenya is therefore committed to the sustainable management of the Lamu Old Town World Heritage Site and commits to submit the HIAs for individual components of the project once they are prepared. The State Party has also committed to provide diverse expertise in line with her mandate for the undertaking of the Strategic Environmental Assessment.
State of Conservation Report

Lamu Old Town (Kenya) (c1055)

Response from the State Party to the World Heritage Committee’s decision – 39 COM 7B.40 (WHC-15/39.COM/7B. Add), paragraph by paragraph

4. Regrets that, despite reporting to the contrary, the State Party did not halt the LAPSSET project in order to allow time for a full assessment of its wider direct and indirect impacts on the property and for appropriate mitigation measures to be defined and implemented;

It is hereby clarified that, the 2015 SOC highlighted the temporary orders issued by a Kenyan court to halt any developments until the concerns raised by a group of local land owners were resolved. The NMK further noted that it would take advantage of this postponement to fast track issues related to the HIA report.

5. Requests the State Party to submit to the World Heritage Centre, for review by the Advisory Bodies, details of work so far undertaken for LAPSSET near the property, as well as precise details for the Manda Airport extension and the Lamu resort city, and clarification of fishing plans, mangrove planting, and surveys of coastal morphology;

So far no works have been undertaken near the World Heritage Site and precisely no works related to the actual port infrastructure have commenced. The presentation made by the CEO of the LAPSSET during the WHC reactive mission in 2015 noted that there were no plans for infrastructure developments within the Lamu archipelago. The CEO further denoted areas on Lamu mainland where the projected would be undertaken and which provide sufficient buffer for the Lamu Island and the WHS property.

The only developments related to the port that have been completed are the port headquarters office block and police station. These installations were also visited by the UNESCO HIA experts and WHC representative

The Office Block

The office block is a four storey building with a footprint of approximately 1500 Square meters and is expected to house the Kenya Ports authority, LAPSSET and other relevant state agencies that will be overseeing the overall development of the Lamu port.
Plate 1. Shows the location of the port site headquarters in relation to the Lamu Old Town. So far only the port headquarters building and police station have been constructed. The major port infrastructure has not yet commenced.

Plate 2. The Lamu port headquarters site is located at Kililana on Lamu mainland coastline. In 2014 a Malindi, court issued orders suspending the construction of the Sh2 trillion Lamu port pending the inter-party hearing of a petition filed by owners of the land on which the Government is intending to build the port.
Plate 3. Aerial photo showing the current developments on the port headquarters site.

Plate 4. Port site compound photo taken facing south.
Plate 5. Signage at the port site headquarters.

Plate 6. The Lamu port headquarters building.
The expansion of the Manda airstrip is part of a country wide initiative by the Kenya government to improve transport infrastructure for tourism and business in line with the vision 2030. The Kenya Airports Authority (KAA) started the expansion involving a new terminal, a two-kilometre runway, a fire station, water supply and fencing two years ago to ensure that the airstrip would provide services to international standards owing to the increased tourist traffic.

Major airlines operating from the airstrip have observed that the initiative will boost the resurgent tourism sector considering that Lamu is an important attraction forming part of the coastal tourism circuit. In 2015, the Island which hosts UNESCO World Heritage site hosted over 20,000 visitors.

Manda Airstrip has a new Sh160 million terminal building which can handle 200 passengers. According to the KAA, in 2014, the airstrip handled 3,497 flight operations (1,748 takeoffs and 1,749 landings) while 36,476 passengers used the facility. The figures are expected to grow in the next few years as projects that the airstrip will be handling more than 5,000 flight operations and serving approximately 80,000 passengers annually come 2030.

**Manda Airstrip’s current facilities**

Manda airstrip is situated on Manda Island in the Lamu Archipelago. The airstrip was established between 1962 and 1963 as landing strip for colonial administrators. The airstrip later developed and around early seventies a pioneer airline known as Avion air stated some air operations into Lamu bringing in white settlers for tour though it is explained that there were no hotels by then and therefore came with their own parked food for a day’s tour. As more airlines came in, it developed to its present state with expansion of the size; The airstrip now has a new terminal building and it runway has been extended from. This airstrip does not handle international flights.

International flights have to clear through airport formalities either at Jomo Kenyatta, - Nairobi, or Mombasa, or Malindi before flying into Lamu as a domestic flight. This is unmanned airstrip where pilots have to coordinate among themselves while airborne, for safety purposes. During emergencies arrangement can be quickly organized to handle the situation.

**General Operations of the airstrip**
The airstrip has acreage of 194.0 hectares of land with a Title Deed. It is a class III airport with fire cover category 5. The hours of operation are between 0600hrs and 1800hrs. Manda’s runway, 16/34 is 2km long. This runway is PCN 8 and the largest aircrafts it can accommodate are as follows:-

- ATR 42
- Dash 7 & 8
- SAAB 340
- CITATION
- Challenger II
- L410
- Twin otter
- king air

The secondary runway is 08/26 and is 700m by 15m wide. The runway surface is all compact murrum. It is used during certain period of the year when there is change of the cross winds. It can accommodate small light planes.
Plate 7. The makeshift passenger lounge before the airport improvement

Plate 8. The old waiting /processing area for departing passengers. All security procedures was done manually

Plate 9. Lack of separate seating area for arrivals and departures

Plate 10. The shopping facilities at the old terminal

Plate 11. Overview of the old terminal at Manda Airstrip

Plate 12. Details of the airstrip before the upgrade

FACTS AND FIGURES

<table>
<thead>
<tr>
<th>AIRPORT IDENTIFICATION:</th>
<th>LAU</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO-ORDINATES:</td>
<td>2°16'S, 40°55'E</td>
</tr>
<tr>
<td>RUNWAY:</td>
<td>There are two runways (both serviceable):</td>
</tr>
<tr>
<td></td>
<td>• Main: 1 km bitumen and 600 metres compact murram</td>
</tr>
<tr>
<td></td>
<td>• Secondary: 700 metres x 15 metres all compact murram</td>
</tr>
<tr>
<td>BEARING:</td>
<td>• 10° R ASL 16/34 (main)</td>
</tr>
<tr>
<td></td>
<td>• 08/26 (secondary)</td>
</tr>
<tr>
<td>NAVIGATION AIDS AND ATS:</td>
<td>None</td>
</tr>
<tr>
<td>IMMIGRATION SERVICES:</td>
<td>None at airstrip, but can be arranged</td>
</tr>
<tr>
<td>FREQUENCY OF AIRCRAFT MOVEMENT:</td>
<td>Daily</td>
</tr>
</tbody>
</table>
Plate 13. The Manda Airport Terminal - As the gateway to the UNESCO World Heritage site of Lamu Old Town, Manda Airstrip's terminal buildings aim to showcase and reinterpret the town's traditional character. Echoes of its low roofs, parapets, narrow shaded streets, courtyards, barazas (shaded seating areas) and grand arches are distilled in the context of the demands of a contemporary airport building. The structure is mainly a reinforced concrete frame with local coral stone infill, finished in traditional pigmented lime plaster. A large suspended roof floats above the building, its colour resembling 'makuti' (coconut-leaf) thatch. All required energy is generated by photovoltaic roof panels, and the building benefits from passive cooling and water conservation methods. Source: Aqa Khan Trust for Culture-archnet

Plate 14. Court yard of the new terminal

Plate 15. Court yard of the new terminal

Plate 16. New passenger terminal with modern electronic security equipment to international standards

Plate 17. Separate entrance and exits have been provided to separate arrivals and departures
The State Party of Kenya desires to keep the cultural values and attributes of the Lamu Old Town World Heritage Site. It is keen not to interfere with what is existing so as to protect tangible and intangible heritage of Lamu. The Lamu Port being built in Killilana in order to screen off the active part of heritage of Lamu. Main centres of tourism and heritage activity have already been identified and conscious effort made to cordon off the areas occupied by the local people. Strong stakeholder framework and other measures have been put in place to protect the local culture. Currently, the cordon line of the proposed new city is the road leading to the port, around the Hindi Area in the mainland, way off the mangrove forests of Mokowe. The elephant crossing area is also cordoned off.

During the WHC-UNESCO REACTIVE MISSION on the 10th February 2015, the Director General of the LAPSSET CORRIDOR DEVELOPMENT AUTHORITY gave a commitment on behalf of the Government of Kenya regarding the project where he highlighted the areas where the Lamu Port and Metropolis will be developed. He further highlighted a cordon line that excluded any developments in the areas south of Mokowe Town, thereby providing sufficient buffer for the Lamu Island and the World Heritage Site.

This is still the official position and the NMK will be consulting with the LAPSSET authority to avail the latest development plan affirming this position.

7. ** Welcomes the detailed Heritage Impact Assessment (HIA) undertaken in 2014 on the LAPSSET project and its clear assessment of potential adverse impacts, and stresses the need for detailed discussion among the State Party, the developer, local communities and other stakeholders on how the proposed mitigation measure outlined might be addressed;**

A meeting for the official launch of HIA report is scheduled to be held in February 2016 in Lamu Old Town. Already, fifty (50) copies of the HIA report have already been printed for distribution. This has been done with funding from the UNESCO Nairobi office.

8. **Invites the State Party to submit HIAs for individual major parts of the overall project; also welcomes the proposed Strategic Environmental Assessment (SEA) and encourages the State Party to ensure that the 2014 HIA is included as an annex to the SEA;**

The State Party of Kenya is committed to this cause and commits to submit the HIAs for individual components of the project once they are prepared. The State Party has also committed to provide diverse expertise in line with her mandate for the undertaking of the Strategic Environmental Assessment.

9. **Urges the State Party to strengthen the integration of the LAPSSET project with the Lamu City Council and the National Museums of Kenya (NMK), including appointing an NMK representative on the LAPSSET Board, and to widen and strengthen community engagement;**

It is also hereby clarified that the State Party of Kenya adopted a new constitution in 2010 that saw major changes in the local authority administration. The new legislation replaced the more
than 140 city, municipal and county councils with 47 County Governments. Lamu is now
governed by the County Government of Lamu (CGL) that replaced the defunct County Council
of Lamu. The National Museums of Kenya (NMK) is working closely with the CGL in
strengthening the legislative and administrative tools for the World Heritage property.

The NMK with the support of the CGL has prepared and submitted a proposal for consideration
to the AWHF. The proposal focuses on capacity building for the legislative arm of the CGL to be
able to strengthen existing By-laws, prepare new relevant laws and enact the relevant legislation
in line with the new (2010) constitution and in particular the devolved system of governance.

10. Also urges the State Party as soon as possible to put in place stronger development
controls for the property and its setting; and recalls its request for the State Party to submit to the World Heritage Centre, for review by the Advisory Bodies, the new chapter of the management plan, covering the LAPSSET development project and integrating the results of the HIA;

The CGL and the NMK have set aside funds towards realigning the administrative structures to
respond better to the challenges facing the property and also improve on development control.

The new County Governments Act provides that, the county governments cannot spend public
funds or implement any projects without three important plans. 1. The County Spatial Plan, 2.
County Integrated Development Plan (CIDP) 3. County Sectoral Plans. The act further stipulates
that preparation of these major plans MUST be undertaken through a consultative process. The
NMK–CGL partnership seeks to align the Lamu Management Plan and all other plans with the 3
primary policy instruments and ensure that their implementation is in accordance to the
provisions of the County Governments Act and chapter 4 and 12 of the 2010 constitution.

The Director General of the NMK is in constant consultation with the National Environment
Management Authority and the LAPSSET Authority on plans to carry out the LAPSSET
Corridor SEA.

11. Reiterates its requests made at its previous sessions for the State Party to furnish maps
clarifying the boundaries of the property, and further requests the State Party to define
and submit proposals for extending the buffer zone to cover Lamu and Manda islands as a
minor boundary modification as soon as they are completed and approved;

The State Party of Kenya is satisfied that the existing boundary of Lamu Old Town World
Heritage Site and the buffer zone provided adequately encompasses the attributes that it sought
to protect and conserve at the outset. Thus, Kenya has no plans to propose extension of the
Manda mangrove skyline’s buffer zone. The existing maps are attached as annex 1 and 2
overleaf.

12. Further welcomes the detailed recommendations of the 2015 mission and requests
furthermore the State Party to take them into account in the development of the LAPSSET
project;
The two state corporations namely the National Museums of Kenya (NMK) and the LAPSSET Corridor Development Authority signed Memorandum of Understanding to cooperate to safeguard the heritage of Lamu County.

13. Requests moreover the State Party to give consideration to the inclusion of a conservation dimension within the LAPSSET project that could support programmes for traditional, sustainable livelihoods and traditional Swahili practices, including building as well as oral traditions;

There already exist initiatives by the NMK especially in supporting Swahili traditional handcraft in its programmes and the intangible heritage through annual festivals such as Lamu Cultural Festival. Such will be enhanced with the development of the LAPSSET project.

Conclusion

The State Party of Kenya is committed to the sustainable management of the Lamu Old Town World Heritage Site and commits to submit the HIAs for individual components of the project once they are prepared. Kenya has also committed to provide diverse expertise in line with her mandate for the undertaking of the Strategic Environmental Assessment.

Signature on behalf of the State Party

Mzalendo Kibunjia. PhD, EBS

DIRECTOR GENERAL

NATIONAL MUSEUMS OF KENYA
Annex 2: Lamu WHS buffer zone