



# APRA Brief

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## Participation, Voice and Governance in African Investment Corridors:

The Lamu Port and South Sudan Ethiopia Transport Corridor Project (LAPSSET)<sup>1</sup>

### Key messages

- LAPSSET's emphasis on the technical aspects of infrastructure development is being challenged by local community voices about the distribution of costs and benefits.
- Civic engagement around LAPSSET has focused on control, participation and ownership, and is driven by concerns over the perceived impact on culture and ecological diversity, employment and other direct benefits.
- Despite the vibrant civil society space, information asymmetries regarding LAPSSET continue to exist, in addition to a broad lack of communal consultation.
- Less attention has been placed on issues affecting women in particular, including the long-term consequences on smallholder farming and pastoralism.
- Concern exists regarding potential exploitation of smallholders, fishers and pastoralists by middlemen and other large-scale investors that have been anticipated in LAPSSET's proposed agro-commercial investments.

### What is a growth corridor?

A geographical area of a country or group of countries surrounding a major transport route such as a highway or railway, which supports economic activity at the ends of, and along the route.

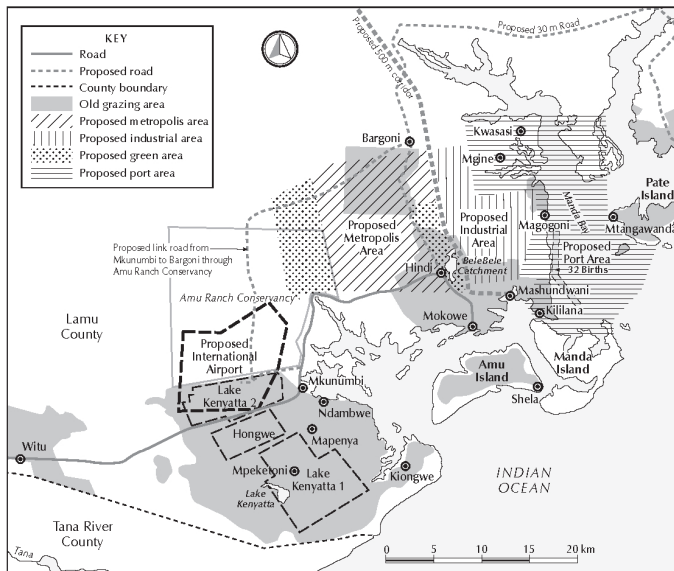
### *Why should smallholders, pastoralists, fishers, women and youth participate in the planning, implementation and governance of corridors?*

Corridors are usually designed so that these groups and small businesses can come into contact (or greater proximity) with a larger market. However, achieving their engagement is usually a challenge, given the exclusionary policymaking process behind corridors, and inherent complexities and power imbalances experienced in corridor development.

### What is LAPSSET?

The Lamu Port and South Sudan Ethiopia Transport Corridor. The corridor is a key project in Kenya's Vision 2030, and part of a larger, continent-wide Great Equatorial Land Bridge via Juba and Bangui to Douala on Cameroon's Atlantic coast. Its current components in Kenya comprise:

- A modern, 32-berth deep water port at Manda Bay in Lamu.
- A new system of highways running from Lamu and across Northern Kenya to the borders with Ethiopia and South Sudan.
- A new standard-gauge railway.
- A new oil pipeline from the Lokichar Basin of Turkana to Lamu.



© LAPSSET map

- A new oil refinery at Lamu.
- New resort cities at Lamu, Isiolo and Lake Turkana.
- Three new airports at Lamu, Isiolo and Lokichokio in Turkana.
- A High-Grand Falls water dam on the Tana-Delta

**What are LAPSSET’s plans for agricultural commercialisation?**

LAPSSET, it is expected, will offer opportunities for investments in short- and long-term agricultural value chains clustered around nine proposed growth areas and through the establishment of large plantations, nucleus farms, outgrower schemes, and large holding grounds for livestock. These value chains will increase access to markets and inputs by smallholders, pastoralists and fishers by offering incentives, such as the availability of processing plants and distribution zones.

**What are the initial consequences of these planned investments?**

LAPSSET promises a fundamental refashioning of the existing landscape, raising concerns over environmental protection, communal safeguards, information sharing and participation. In addition, the promised benefits, if not shared equally, risk accentuating exclusivist notions of belonging and citizenship, as people struggle in anticipation of, and in competition for anticipated opportunities.

**What are the objectives of the study by PLAAS?**

1. To examine the extent to which smallholders, fishers, women and youth have been included in the governance and implementation of LAPSSET.
2. To examine the impact of LAPSSET on smallholders, pastoralists and fishing communities, and these groups’ access to land, seascape and other natural resources.

3. To develop recommendations on smallholder, women and youth engagement in the design, implementation and governance of LAPSSET.

**Table 1: Planned agro-commercialisation along the LAPSSET corridor**

Product	Location	Planned Investment
Beef	Isiolo (60,000 ha)	Establishment of large holding grounds for livestock, which will provide disease control and fattening of cattle before slaughtering and selling processed meat to local and export markets.
Sugarcane	Tana River Delta (13,000 ha)	Cultivation of sugarcane (including through outgrower schemes); cane processing into sugar through a sugar mill with a processing capacity of 500 tonnes per day.
Mangoes	Tana River Delta (350 ha)	Establishment of seven nucleus farms with mango trees, each with 50 ha, and additional investment in smallholder outgrower schemes to supply existing mango processing facilities.

Source: Kasuku (2013).



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## Case Study: Lamu

Several LAPSSET infrastructure components, including the Lamu port, come together in Lamu County. There are also plans to construct an oil refinery, a special economic zone and a new metropolis city in the county. Plans are also underway to create new sources of energy and an adequate infrastructure for the supply of water – at Kwasasi, near the port site, where Amu power (a private company) has planned to build a coal-fired electricity-generating plant, and at Bahari, where Kenwind plans to construct a wind-power farm. These projects, when completed, will complement the electricity that will be generated in the neighbouring county, Tana-River, where the proposed High Grand Falls water dam will be built. There are also plans to create a ‘Lamu Growth Area’, which will include, amongst other industrial and energy investments, a free trade zone, a special economic zone, an export processing zone, and a food processing plant, including fish processing.

## Image captions:

Cover - Construction of Lamu-Garissa-Isiolo highway.

Page 2 – A view from Amu island, where skiffs and fishing boats display the traditional livelihoods of Lamu.

Page 3 – A view of Amu island from Manda island.

## Main recommendations

- Creation of quotas for the participation of smallholders, women and youth in the LAPSSET Corridor Development Authority (LCDA).
- Reestablishment of the LAPSSET Steering Committee in Lamu so as to provide a channel of communication between community representatives and LAPSSET managers.
- Capacity building for activists and farmer groups through the collection and collation of information regarding LAPSSET’s plans for agricultural commercialisation.
- Creating new narratives of civic engagement, especially issues of concern to women and the long-term consequences on local agriculture.
- Supporting women and smallholder associations so that they can develop and articulate their own distinct narratives regarding the future direction of LAPSSET.
- Leveraging the current opportunities offered by the 2010 constitutional dispensation, such as through political devolution and the legal requirements for communal consultation and public participation in development projects, so as to include more voices from smallholders, women, and youth.

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