The Lamu Port and Lamu Southern Sudan-Ethiopia Transport Corridor (LAPSSET) is a transport and infrastructure project in Kenya that when complete will be the country's second transport corridor. Kenya's other transport corridor is the Mombasa port and Mombasa - Uganda transport corridor that passes through Nairobi and much of the Northern Rift. The project is a Vision 2030 project with the following objectives:

- To foster transport linkage between Kenya South Sudan and Ethiopia
- Dynamic promotion of the regions socio-economic development along the transport corridor especially North, Eastern, North-Eastern and Coastal Parts of Kenya.
- It is anticipated that when the project is complete it will impact a growth value of approximately between 2% to 3% of GDP.
The project was initially conceived in 1975 but never took off due to various reasons. Recent estimates arrived after studies now put the cost of the project at between US$22 billion and US$23 billion. At the peak of the project, between 2013 and 2018, it is expected that the Kenyan government will be spending about 6% of the country's Gross Domestic Product or 16% of its annual budget on the project.

**LAPSSET Development Authority**

President Mwai through a special gazette notice, announced the formation of the authority on 1 April 2013 with the task of managing the project on behalf of Kenya's government. The authority shall be head-quartered in Nairobi and have offices in Lamu, Isiolo, Lokichoggio, Marsabit and Moyale. A director general will head the 11 member board that will include five state officials, private sector representatives and a chairman appointed by the president.

The authority will push for public private partnerships to help in implementation of the project.
Construction of a port at Lamu

The Lamu Port is expected to consist of 30 berths when complete, will cost US $3.5 billion and be 1,000 acres in size. The port will be a deep water port at 18 meters depth. From bids requested by the Kenyan Government, the first phase of the port will include 3 deep water berths with a capability of handling ships with a dead-weight capacity of up to 100,000 tonnes. The port will be built at Manda Bay and is expected to be operational starting December 2012.
A railway line will run from Lamu to Juba, a distance of 1720 km and will be capable of handling trains with speeds of up to 160 kilometers per hour. This will be at an estimated cost of $7.1 billion and will be linked to the existing railway network and to Mombasa port by a line running from Lamu port to Mombasa port.

By 2030, the railway line is expected to handle 30 daily trains to Juba and 52 to Addis Ababa.
The EAC master plan proposes the construction of 14 railway lines that will link EAC member states. Kenya, Burundi and South Sudan get connected to a rail system for the first time.

The East African Railway Master Plan seeks to ensure the region is fully inter-linked within the next decade.

Some lines will link EAC cities with Addis Ababa in Ethiopia, Juba in South Sudan and Kigali in Rwanda in the DRC.

Road Network

The LAPSSET road projects will run from Lamu to Isiolo and onwards to Juba and Addis Ababa through Moyale. This will be a 2 lane highway and will be at a cost of $1.4 billion. And will be 11 meters in width. There shall be no tunnels. The road from Lamu will pass through Hola and Bura to Garissa. From Garissa, the main branch will run to Isiolo while a second branch will run off to Mwingi and Matuu for exploitation of coal in the Kitui Basin. Isiolo will be linked to Nairobi through one route, to Nakodok, near Lokichoggio via another and to Moyale via the third route. Southern Sudan will be in charge of constructing a route from Nakodok to Juba while Ethiopia will construct a road from Moyale to Addis Ababa. Construction and upgrading of the 136 kilometer Isiolo - Merille road which is part of LAPSSSET commenced in 2007 and the road was completed in 2011. The road was upgraded into a 2 lane tarmac road. Construction of the Marsabit - Turbi road, also part of LAPSSET, commenced August 29, 2011, with an expected to be completed on the 4th of April, 2014.
Oil Pipeline

The Oil Pipeline is expected to cost $4 billion. The pipeline is intended to have a capacity of 500,000 barrels of oil per day. The project intended to have Six pump stations and an underground pipe shall be constructed from Lamu to Pate Island where the oil shall be transported to under Single Mooring Buoys.
Uganda plans oil pipeline to Lamu corridor

BY BD CORRESPONDENT
KAMPALA

Uganda is pondering the construction of an oil pipeline to the Lamu Port-South Sudan-Ethiopia (LAPSSET) corridor project to fasttrack its oil production, the State minister of Energy (Minerals), Mr Peter Lokeris, has said.

The LAPSSET corridor is one of East Africa’s major infrastructure projects that is expected to compete with the Mombasa port to trigger economic growth for the countries involved.

Mr Lokeris said they were in negotiations with the government of South Sudan to construct the oil pipeline from the Albertine to Juba (LAPSSET corridor) en route to Mombasa.

“This is in our best interest as a country and region and it will also help to fasttrack oil production here,” Mr Lokeris said, adding: “Negotiations between the two governments are ongoing and there is hope that they will yield something positive.”

The negotiations on a joint oil project will be the second between Uganda and the Juba government, after the latter withdrew from the first discussions some time last year and partnered with Kenya.

But oil giant Total E&P (SA) had pushed for a similar pipeline deal to South Sudan where it already operates as a means of cutting costs to transport crude oil to the Mombasa refinery.

Launched last year, the LAPSSET project involves the construction of six kilometres of railway lines, 1,790km of railway lines, 1,300km of oil pipelines, highways, airports and a refinery and is expected to handle petroleum products from Kenya, Uganda, Southern Sudan and Ethiopia.

In spite of the latest developments, government is still fast tracking the 36,000 barrel-per-day refinery in Holma district; a project that is said to have attracted over 40 firms.

A US based firm, Taylor Decong hired to offer transaction guidance and recommendations is yet to announce the competitive investor to offer 90 per cent financial support to the refinery whose construction is set to start by 2016.

However, even if the two governments reach a deal, it is not yet clear who will provide funds for the construction of the pipeline and how feasible the idea is, as officials in the government’s Petroleum Exploration and Production Department (PEPD) affirmed that a refinery had to be first.

Meanwhile, Air Uganda has acquired a new aircraft to ply the Entebbe-Kilimanjaro route.

The flight number U7321 made its maiden flight to Kilimanjaro International Airport on Wednesday to an impressive water salute by the airport fire service.

Recently, Air Uganda launched its operations in Somalia following signs of stability in the once war-torn country.
Oil refinery

A proposed oil refinery in Lamu will cost $2.5 billion and is expected to refine 120,000 barrels of oil a day. Products intended to be refined include diesel oil, kerosene and gasoline. Factors that would influence formulation and implementation include

Location Connectivity of the refinery to a sea port and the distribution network in the country will be an important factor in determining the actual location. The choice of Lamu with the pipeline through to South Sudan would be apt. It may however be necessary to connect the network with the existing network.
Airports

Under the project it is proposed that 3 airports shall be built at Lamu Isiolo and Lokichoggio.

Factors that would influence the implementation of this strategy would include the volume of passenger traffic and cargo forecasted to use the airports. The location of the airport and its accessibility to other trunk routes in the country.

Additional infrastructure

This includes proposed power generation facilities, water systems and communication facilities. This component of LAPSSET is expected to cost $2.5 billion.
Three Resort Cities

Proposed resort cities at Lamu, Isiolo and Lokichoggio on the shores of Lake Turkana will cost $1.2 billion.

Isiolo Resort City

The Isiolo resort city is to be established under a public private partnership at a cost of Kshs. 18.9 billion. In 2012, the Isiolo County Council was asked to set 6,500 acres of land aside for establishment of the resort city. The site is located at Kipsing Gap, 20 kilometers west of Isiolo town.

The city will be situated between Katim hill and Oldonyo Degishu hill. Neighbouring game parks and national reserves include; Lewa Wildlife Conservancy in the south, Buffalo Springs and Shaba National Reserve to the North, Samburu Game Reserve and Ewaso Ng'iro River to the West.
The area also boats a wide variety of plants and animals, including the big five, leading to it also being known as the Jewel in the crown. Kipsing Gap was picked in preference of Kulamawe and Archers post due to security, accessibility, cultural diversity, natural diversity, wildlife, water availability, electricity, sewer system among other factors. Attractions will include three star to six star hotels, a local art and craft museum, theatres, conference centers and cultural events.

- **Lokichogio Resort City**

  Also *Lokichoggio* or *Lokichokio*, is a town in the [Turkana District](#), northwest of [Kenya](#) (4°12′00″N 34°21′00″E). It is often called *Loki*. The town lies on the [A1 road](#), and is served by the *Lokichogio Airport*. It is about 30 kilometers from the international border with [South Sudan](#) and hosts the [UN](#) offices (part of the [Operation Lifeline Sudan](#) program), around 49 [NGOs](#) and a large hospital run by the [ICRC](#).
LAMU RESORT CITY

- Lamu Town on Lamu Island is Kenya's oldest continually inhabited town, and was one of the original Swahili settlements along coastal East Africa. Lamu is a popular destination for backpackers. In 2011, proposals were being advanced to build a deep-water port which would have much greater capacity in terms of depth of water, number of berths, and ability for vessels to arrive and depart at the same time than the country's main port at Mombasa.

- There are several museums, including the Lamu Museum, home to the island's ceremonial horn (called siwa); other museums are dedicated to Swahili culture and to the local postal service. Notable buildings in Lamu town include:
Lamu Fort: Fumo Madi ibn Abi Bakr, the Sultan of Pate, started to build the fort on the seafront, to protect members of his unpopular government. He died in 1809, before the first storey of the fort was completed. The fort was completed by the early 1820s.

Mnarani Mosque

Riyadha Mosque: The Mosque is the centre for the Maulidi Festival, which are held every year during the last week of the month of the Prophet’s birth. During this festival pilgrims from Sudan, Congo, Uganda, Zanzibar and Tanzania join the locals to sing the praise of Mohammad.

Donkey Sanctuary: Since the island has no motorized vehicles, transportation and other heavy work is done with the help of donkeys. There are some 2000–3000 working donkeys on the island. Dr. Elisabeth Svendsen of the The Donkey Sanctuary in England first visited Lamu in 1985. Worried by the conditions for the donkeys, the Sanctuary was opened in 1987. The Sanctuary provides treatment to all donkeys free of charge.
CONCLUSION

The LAPSSSET project is perhaps one of the biggest projects to be undertaken in Kenya. In formulating the projects various factors were taken into consideration the primary consideration being the effect of the project of the economy. Like any project the pay back period of the project the ownership and management structure of the various facets of the project, supervision of the consultants on the project and the ability to raise capital for the project are key considerations.

If the disputes regarding oil between Sudan and South Sudan are resolved than the port of Sudan will became attractive proposition to South Sudan as an exit point for their oil to a seaport
Transport by rail being the preferred mode of transport for bulk goods travelling long distances is likely to thrive. The level of trade between South Sudan, Ethiopia, Kenya and countries in Central Africa is likely to have a bearing and influence on the formulation and implementation of the LAPSSET project.

The same would apply for other goods both in South Sudan and north eastern Kenya. If the oil recently discovered in Kenya is commercially viable for drilling purposes it could be transported to Lamu or Mombasa and could be an attractive option for investors. Other goods destined for north eastern province could be transported to that region by rail. Further if peace prevails in Somalia security along its coast is likely to prevail and consequently more ships would be able to call at the Lamu port to offload and receive goods.
The Government of Kenya would need to engage the private sector through public private partnership models such as build operate and transfer. Due to the expansive nature of the project some of the tasks may have to be completed in phases and turnaround time would be a key aspect to watch.

The development of a road network through Garissa to Isiolo and to South Sudan shall have the effect of developing a part of the country that has for a long time been underdeveloped. The project is likely to change the lives of many in the region and I dare say is a factor that was probably considered in formulation of the project. Hence equity and opportunity for all.