

# **"HOW CAN WE BEST ACHIEVE A BALANCE BETWEEN CONSERVATION AND INFRASTRUCTURE DEVELOPMENT IN SGR PHASE 2A?"**



**OPEN SPACE EVENT**  
**27th October 2016**



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# INTRODUCTION

On 7th October, the Kenya Railways, Kenya Wildlife Service, and several conservation and research institutions agreed to hold a dialogue meeting on 27th October to address the question, “HOW CAN WE BEST ACHIEVE A BALANCE BETWEEN CONSERVATION AND INFRASTRUCTURE DEVELOPMENT IN SGR PHASE 2A?”.

176 participants engaged in the one-day discussion using the Open Space method, which was facilitated by London based firm Public Service Works. Participants of the dialogue represented a cross section of stakeholders including industrialists, landowners, community, scientists, park managers, lawyers, conservationists, park users, tourism sector, railway engineers and others. Participants engaged in 17 different meetings and conversations for which the outcomes are contained in this report. The recommendations were voted on at the end of the session. Eight major recommendations emerged all of which were urgent and important, and which can be broadly categorized into three groups.

1. The participants all agreed that Kenya needs the SGR as it will spur economic growth, poverty alleviation and bring great rewards to Kenya. However, there was overwhelming support that the SGR should not go through the Nairobi National Park which would destroy the park, damage the President's reputation as Africa's greatest conservation champion, and set a dangerous precedent. They agreed that the conservation reputation of the President and the nation could not be compromised and that technical and financial solutions must be found to enable it to be re-routed so that Kenya could enjoy the benefits of both the Park and the SGR. This requires engineers to work with the Kenya Railways to conduct technical assessments of alternative routes. Financial considerations to address the additional cost must be addressed.
2. Participants expressed great concern at the apparent non-compliance with Kenya's laws and insisted that rule of law must prevail. They agreed that the construction of the SGR must be compliant with the laws of Kenya as well as regional legislation and other environmental commitments. This includes compliance with the EMCA EIA process, the Wildlife Act, the constitution and Kenya's commitments to bodies within United Nations such as the SDG's. This includes ensuring that the construction of the SGR adheres to court orders.
3. The participants agreed that a major communications campaign through the media houses was needed to promote better understanding and love of the Nairobi National Park and conservation in general. As a first step, they proposed that on 16 December 2016, a major celebration be held for the Park's 70th birthday through school activities and involving Kenya's First Lady.

As the convenor of the event, I was touched and moved by the level of engagement, the seriousness with which participants addressed the issues, the honesty and the willingness to challenge one another over such a contentious

issue. This Dialogue meeting on the SGR and the Nairobi Park illustrated the power of bringing together different stakeholders to share in finding a solution and committing to participating in the actions identified. I believe that this method can become a powerful tool towards promoting public participation, building consensus and mobilizing public support and ownership of any future government project. This will accelerate progress and significantly reduce the cost of litigation.

This report is an actual record of the discussions and recommendations that were documented in each of the 17 meetings that took place on October 27th 2016.

We would like to thank the donors; Ford Foundation, Kenya Railways, Aga Khan University, Rex Dobie, Mpala Research Center, and Stuart Herd. We also thank Kenya Wildlife Service, Multimedia University of Kenya, and Friends of Nairobi National Park for in-kind support. We are indebted to the 20 volunteers who assisted with managing the program.

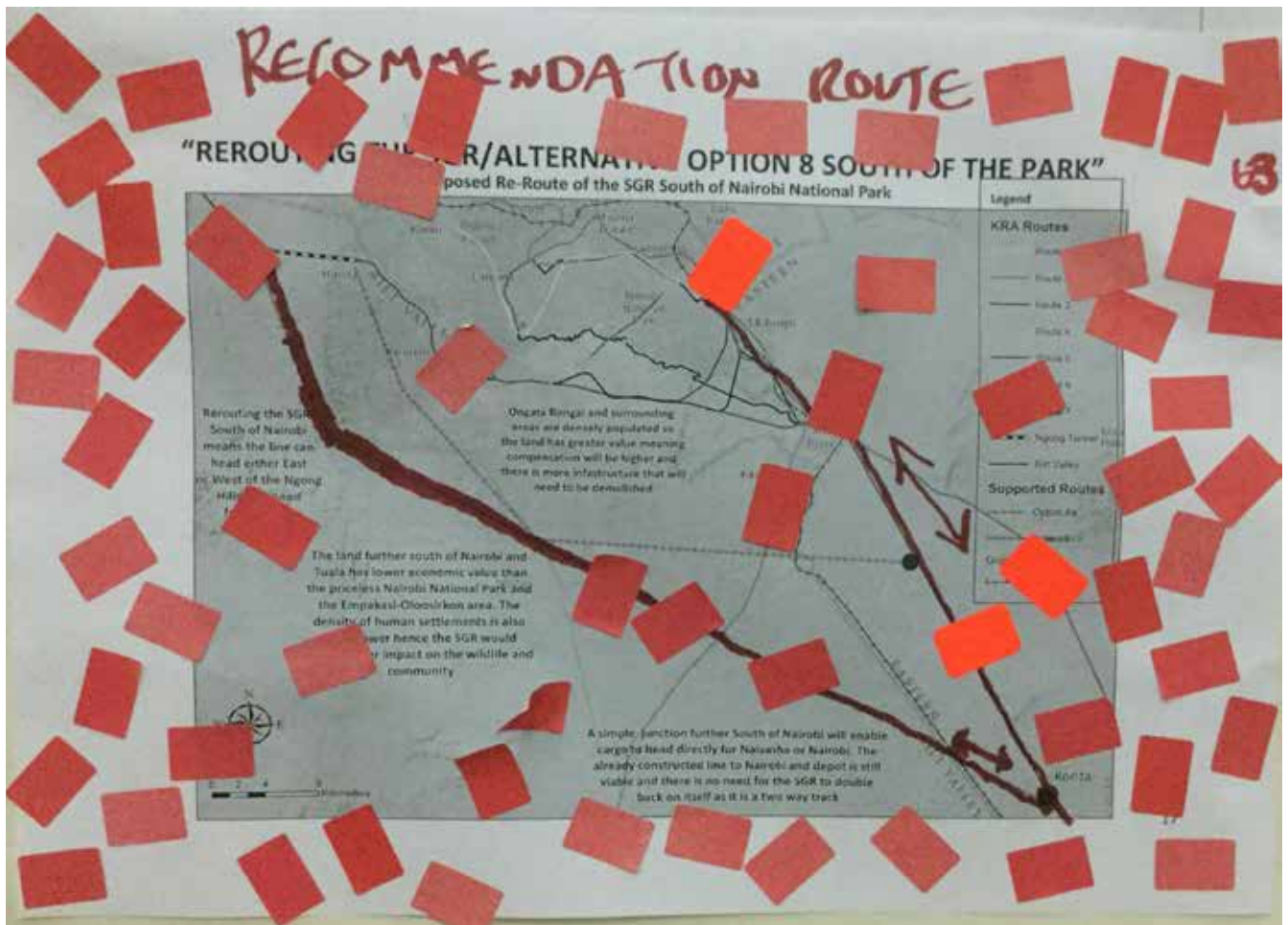
**Paula Kahumbu** O.G.W



# TOP PRIORITIES FOR ACTION

## "HOW CAN WE BEST ACHIEVE A BALANCE BETWEEN CONSERVATION AND INFRASTRUCTURE DEVELOPMENT IN SGR PHASE 2A"

No	Top recommendations for action following dot democracy		No. of red stickers
1.	No Standard Gauge Railway through Nairobi National Park		158
	Recommended route	63	
	<i>Diversion of train from Konza City or Athi River next to EPZ</i>	24	
	<i>We should adopt the route suggested by FONNAP, which avoids going through the park.</i>	24	
	<i>No SGR through the park.</i>	16	
	Re route the SGR.	25	
	<i>Railway should not pass through the park. Nairobi National Park is not an option</i>	6	
2.	Carry out it's a technical assessment of major routes, particularly including the Southern route boundary before Athi or Konza.This can provide a real information base for comparing all aspects of different routes.		27
3.	On 16 December 2016, celebrate Nairobi National Park's 70th anniversary with a school concert/festival in the park with the First Lady as Patron.		23
4.	Dialogue between engineers and conservationists		19
5.	Legal compliance		15
	The environmental coordinating act 1999 - amendments 2015 in balancing development and conservation.	9	
	Compliance of legal process (Environmental Management and Coordination Act, 1999 Amendment 2015 and Wildlife Act 2013)	6	
6.	Empowerment of court orders, adherence to the rule of law (independent police for the Judiciary).		
7.	Environmental impact assessment		13
	No construction of SGR Phase 2A through Nairobi National Park, until sufficient impact assessment has been disclosed and sufficient public consultation has taken place.	6	
	We should stop construction, resolve all issues first. Read the Environmental Impact Assessment report and give feedback.	7	
8.	Support the legal processes		8
	Delivering the stop order to all the relevant agencies Delivering a letter to the Chief Justice - everyone present in the meeting is invited to join		





# SESSION ONE DISCUSSIONS





# REROUTING THE SGR/ALTERNATIVE OPTION 8 SOUTH OF THE PARK

**Group:** Vulture

**Session I**

**Convenor:** Kamweti

## Who was there?

Jes Wroe

Trish Heather-Hayes

Kamweti

John Solonka

Mumo Musuva

Julius Okara

Paul Gachem

Alex Muhuni

Nadia Maltows

Lesale Odupoi

Robert Kaai

Stella Kamau

Juniper Neill

Karungari Mutu

Beatrice Wamalwa

Dr Kes Smith

Jacob Tukai

Aru Willetts

Nkamunu Patita



Photo credit: Paras Chandaria Wildlife Photography



## Main points of discussion

- The current construction of the SGR is unconstitutional as the Park is a gazetted Protected Area
- It will have a huge impact on surrounding communities of Nairobi National Park (NNP)
- The Costing has not considered revenue loss, tourism revenue loss, Taxes, Loss of infrastructure, residential desirability
- Is the only reason for these routes the economic reason – the marshalling yard and the current construction?
- It cannot possibly be the cheapest route when you consider ALL costs not just construction and operational costs?
- Is Kenya Wildlife Service (KWS) getting money as compensation for NNP?
- Need compensation estimate!
- Who paid compensation for Phase I because communities affected during Phase I claims no compensation has been paid and huge destruction to their land (access to water blocked)
- Only considered these routes due to placement of Inland Container Depot
- Therefore it is convenient to go through the park
- The Tunnel and Station are already under construction despite undecided route – limited the potential options
- The alignment should be approved as a whole ROUTE from start to finish because construction of the first phases then determine the second phases despite the routes not being optimal. Why wasn't this done?
- Why did World Bank not support/pay for SGR
  1. Declined to Fund
  2. Wanted to improve the current railway but the SGR could carry more – 22 tons
- Development of the Greater Southern Bypass will be worse than the SGR
- Dispersal Area and migration will be cut off with the Bypass and other routes – which will have a worse impact on Nairobi Park
- Corridor/dispersal area is a challenge as it has a large wildlife population
- Revisit the illegal structures surrounding the park
- Option 1 and 2 are out of the question – pass through expensive residential areas and strongly opposed by Nairobi Residents
- None of the 7 options are viable
- Huge negative impact on communities and wildlife – everything affected
- Chemical Cargo/Hazmat and the chance of derailment – catastrophic for NNP or residents/Homestead near the SGR

- Train needs a minimum radius of 800m to turn and gradient needs to be correct
- Ole Sereni Ridge was not possible and Kibera was also not possible due to gradient
- Need the costing of the 1 – 7 routes and how they came up with it
- Need an independent costing – UNEP agreed to fund independent Environmental Assessment
- The Ngong Tunnel is being constructed illegally
- How much has been spent already – is it viable to forgo that and is that why they are continuing illegally so it can't be stopped due to Taxpayers money already spent
- SGR is serving East Africa
  1. Are other countries rerouting to avoid protected areas and high value ecosystems/land
  2. We are leading East Africa we should be setting a precedent for conservation
  3. What do we value in terms of conservation?
  4. Kenya is stopping the Serengeti Highway – how can we continue this whilst allowing SGR through Nairobi National Park
- Nairobi National Park is an asset as a green area!!!
- Future generations need a green area and we need to conserve these special areas
- The park has value even without wildlife as it's a carbon sink, bird sanctuary and vital for Nairobians
- What is the value of this ASSET – considering everything – not just tourism revenue
- There is a broader ecosystem – Rhino Ark value at over 1 billion dollars
- What is the point of Nairobi National Park – does the government think it won't be here in the future, is it about of the 2030 vision?
- Vision of Kenya in 50 years
  1. Does it factor in the Park
  2. Years ago it was not anticipated the park would be this surrounded
  3. Reviewing extension of Park and saving corridor
  4. Have we changed our 2030 vision and forgot about Nairobi National Park?
- Need to look at the peoples interest along the route and find the BALANCE
- Should have developed through/along the original line
- Where was the designated Railway reserve?
  1. This has already been land grabbed
  2. We can make the occupants of the railway reserve contribute financially to the realignment of the railway
  3. Access to information Act needs to be invoked
- Why is the SGR still going ahead with so much opposition and so much negative impact
- There should be no need to turn the train around!!! Trains can go both ways. Every city in the world has a station where the train arrives, then leaves.
- Engineers need to get innovative – KR/CCC/Government are blinkered, not seeing bigger picture and have one mission only

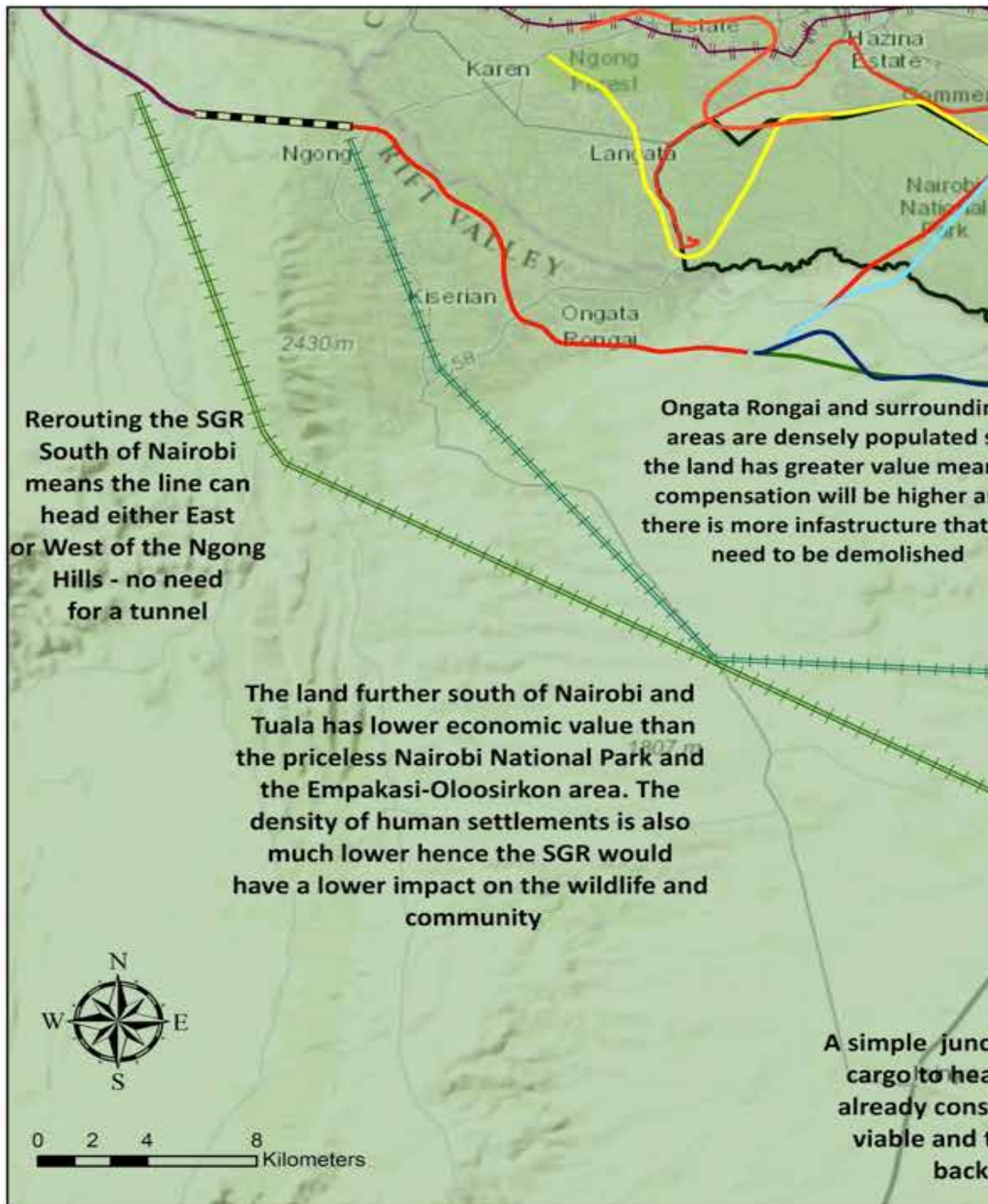


- They are only considering cost and money – not considering huge losses and NNP as an asset
- If we can divert non Nairobi destined cargo before Nairobi it will reduce the number of trains needed to come into Nairobi – more direct
- SGR will need the room for expansion – might need to be dual carriage – more destruction to the NNP, its environs and Nairobi City
- Conservation is arguing for:
  1. Broadening our thinking
  2. Trade off with Kenya Railways to preserve the corridor
  3. Don't look at the SGR in isolation – another bypass going through Tuala planned
  4. Integrated Approach when it comes to Infrastructure
  5. Integrate Planning
  6. Looking at the TOTAL IMPACT OF ALL DEVELOPMENT SURROUNDING NNP AND SGR
- Why go through NNP – there are other options!
- Route 8 south of Nairobi is much more viable
- This route can also have an inland container depot at Konza

## **PROS OF OPTION 8 KONZA JUNCTION**

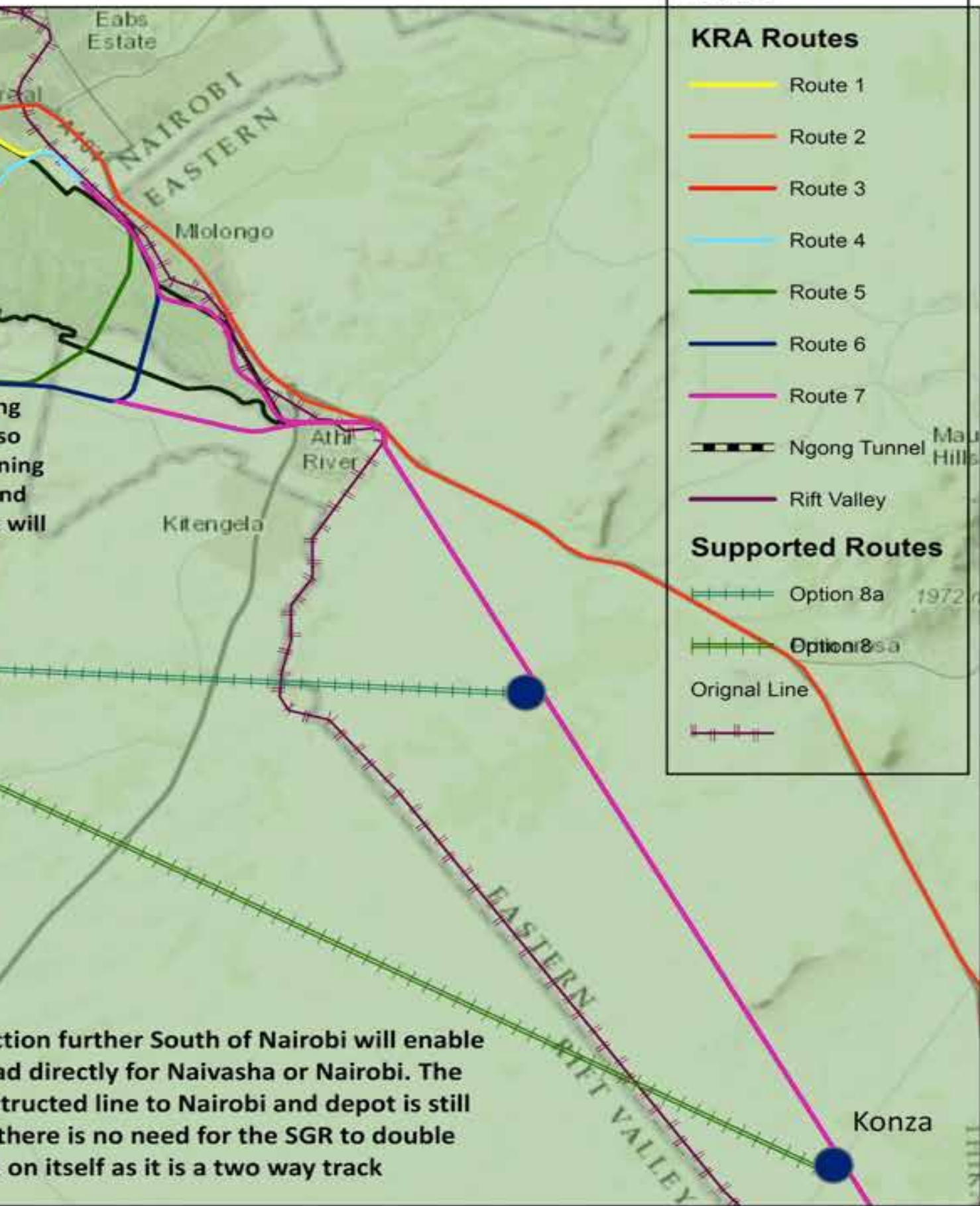
1. Development of Kajiado
2. Expansion/development of Konza – “Konza Hub” – new city
3. Reduce train traffic into Nairobi – Only cargo going to Nairobi enters the city
4. Saves Nairobi National Park – protects an asset
5. Preserves that asset in ENTIRETY for Now and the Future
6. Lower Compensation Costs
7. Developed/Residential Land left alone – Happy Residents/Voters
8. Can use already constructed infrastructure
9. Community and Conservationist supported
10. Safer for Hazmat
11. Setting a Precedent for development and conservation
12. Least impact on communities and wildlife
13. Conserves the corridor and leaves room to expand NNP
14. Need Protection Land and use proper land planning
15. Need for an integrated approach
16. Room for development – space/reserve for dual rail and can extend to Nanyuki/North
17. Option for a privatized depot at Konza
18. Can reroute the greater southern bypass as well – further securing Nairobi National Park

# Proposed Re-Route of the SGR





# South of nairobi National Park



# IS "BALANCE" WHAT WE NEED?

**Group:** Aardvark

**Session I**

**Convenor:** Jill

## Who was there?

Bryony

## Main points of discussion

- Balance between what and what?
- Do we know enough about the SGR?
- Why do we always tend to assume a balance can be achieved as though there is truth on both sides and we need to end up in the middle somewhere?





# WHY IS THE GOVERNMENT DETERMINED TO DESTROY THE NAIROBI NATIONAL PARK

**Group:** Impala

**Session I**

**Convenor:** Antony Childs and Sarah Chiles

## Who was there?

Jim Nyamu

Lucy Nganga

Valerie Munini

Thomas Yatich

Rosy Russel

Njeri Chege

Marona Michael

Bakari Chongwa

Mwachidudu Chimera

Mukaby Mukabane

Nkamunu Patita

Putita Topoika

## Main points of discussion

- There is no commitment for conservation.
- Government is trying to avoid highly volatile areas like Kibera, that's why they prefer NNP
- They are more concerned about the economic state of the country, Infrastructure and Development
- They are major stakeholders when it comes to the Park
- Economic value of the Park
- The park is a Carbon Sink
- Reroute the SGR far away from NNP and its environs
- They cannot revamp the old railway since it will not bring economic benefits as the SGR would
- Social impacts
- They do not want to consider using grabbed land

## Recommendations for action

- The Government should get funding to reroute the SGR through the south of the southern bypass from Athi River
- They should listen to the conservationists and agree on common ground
- We need a Strategic Environmental Assessment (SEA)
- Conservational Alliance of Kenya should gather enough data, do consultative meetings to come up with statistics
- Give Conservation Alliance of Kenya (CAK) financial support and any other strength they need to push this forward
- Ecosystem viable analysis to be provided by CAK of NNP
- Involve the media. They could publish all the recommendations in papers, press and conferences.
- Re route the SGR
  - ROUTE 1 to Syokimau
  - ROUTE 2 continues from Athi River to Naivasha below the greater southern by pass. That way it misses out the park

# IMPACT OF OVERHEAD BRIDGE ON WILDLIFE TOURISM, AESTHETICS, THE PARK AND THE COUNTRY? ENSURING SGR PLANNING IS INFORMED BY LONG-TERM ECOSYSTEM SERVICES NEEDS FOR KENYANS?

**Group:** Impala

**Convenor:** Anton Childs and Sarah Chiles

**Session I**

## Who was there?

Sarah Chiles

Kyeni Wambua

Geoffrey Wekesa

Ben Momanyi

Joan Wanjiku

John Luka

Gabriele Ngale

Nelly Palmeris

Tracy Kimathi

Dr. Elizabeth Letoro

Dr. Beatrice Khayota

Kimani Nyoike

Anthony Childs

Mary Oyuke



Photo credit Irene Akinyi



## Main points of discussion

### First question:

- Impact of overhead bridge on wildlife tourism, aesthetics, the park and the country?

### Information provided to inform discussion:

- Overhead bridge direct impacts:
  - 178 pillars to go with option 4, drilling of holes required, 32m between each pillar; average height will be 18m high through the park with the highest elevation at 43m and the lowest at 8m.
  - The areas will be fenced during construction.
- What about the plants specifically? There is niche specificity for some plants. Hardwoods grow slowly and are hard to rehabilitate.
- What about the potential tourism losses? Anecdotally, it is possible that 99 out of 100 tourists would be against it.
- If the product being proposed is a blended product of infrastructure with nature, how will this be marketed and sold? There is the argument that tourism will be increased, as the railway will provide passage through the park for tourists. However, revenue will actually be lost, as tourists will effectively have free passage through the park.
- It will cost a lot to get the product 'back' i.e. to make it a viable tourism destination again both in terms of marketing and ongoing mitigation. Will these long-term costs be factored in?
- There is no question that the park and tourism is better without a railway. That has to be the starting statement.
- The park offers a globally unparalleled, unique experience, where tourists can access a park 10 minutes from an international airport.
- Will the EIA effectively integrate issues of long-term tourism sustainability?
- This is not only going to affect tourism in NNP. It will erode Kenya's international position as a wildlife/conservation giant, and therefore as an ecotourism destination, which will have a net impact on tourism in Kenya. Can the real net tourism loss be calculated?
- Areas of the park will be fenced as the project progresses. Construction will be from both sides. What will the long-term impact on corridors mean for the availability of wildlife to support tourism? What about wildlife outside the park? We need to look at wildlife holistically. What mitigation measures are proposed for wildlife outside the park? Are designs appropriate for corridor sustainability?
- What do the current tourism stats for NNP say? It is one of the only parks with an increase in tourist numbers. 60-70% of visitors are domestic.
- Discussion on second, related question:
- Ensuring SGR planning is informed by long-term ecosystem services needs for Kenyans?

- The park provides a herbal medicine reservoir for citizens. E.g. a lot of traditional medicine comes from Ngong Hills.
- What is the detailed plan on the transfer of affected species?
- Tourists and Nairobians need sanctity from the urban jungle
- What does the park mean to the public? Flood regulation, education, clean air and clean water
- We need to understand the ecosystem of the park and the importance for understanding the trade-off - E.g. Uhuru gardens is usually packed during weekends because of the growing desire for urban green space and the need for recreation in an increasingly concrete city.
- Value of the park will be less if the bridge goes through
- The park is a school laboratory –what implications does the railway have for education?
- Nairobi park as the lung of Nairobi
- Interaction between infrastructure and existing threats e.g. sewerage
- Who is our client in this infrastructure development?
- Water services that NNP provides are important e.g. rivers -Mokoyeti River
- The park acts as a biodiversity reservoir, carbon sink, endangered species breeding ground, It provides habitat for vultures and Marabou storks, which are important for clean up and disease prevention. An example comes from Mumbai – when vultures declined, the public health bill went up by 18 million dollars.
- The park has important grasslands – seed bank for pastoralists in neighbouring areas.
- It also supports small and medium enterprises e.g. butterfly farming, supports the pollinators needed for agriculture e.g. bees, bats, and birds. Micro fauna is important.

### **Recommendations for action:**

- Task KWS, FONAP to create a marketing campaign, pop-ups to raise awareness about ecosystem services being delivered
- Must ensure Environmental Management Plan is implemented.
- We need a practical model of aesthetic impacts through construction phases e.g. fencing
- If it goes ahead, it has to blend with the park that is the concrete of the construction is not visible.
- Visitor survey e.g. “would you visit the park if the railway goes ahead?”
- The railway should not pass through the park it is not an option.
- Oversight mechanism to ensure transparency, independence in decision making e.g. in NEMA
- Future analysis to be done determine long term and cumulative impacts on ecosystem services





# WHAT IS THE WAY FORWARD? & WHERE ARE WE NOW? & HOW CAN WE MAKE SURE THAT CONSERVATIONISTS ARE INVOLVED? & HOW SURE ARE WE THAT OUR PARK AND FOREST HAVE A FUTURE? & WHY ARE TAX PAYERS NOT INVOLVED IN MAKING DECISIONS ON POSSIBLE ROUTES?

**Group:** Lion

**Session I**

**Convenor:** Christian Lambrechts

## **Who was there?**

Kibe Kimani

Harris Taga

Daniel Sopia

Jagi Gakunju

Salim Ahmed

Emmanuel Ngumbi

Ken Gitau

Florence Mwanthi

Nyamwange Sam

Paul Karbuali

Alex Mbaiyo

Christian Lambrechts

Harrison Ngirigacha

Jeff Worden

## **Main points of discussion**

- Main study done by a few experts usually affiliated to government
- EIA done too fast and not done properly
- President has already commissioned the project without the EIA report

- Wall of the route is done
- Scale dam in Mt Kenya and Aberdares
- Feasibility study done very fast without EIA. EIA has lost its meaning in Kenya
- How to ensure right route is done
- Other places like Konza City...less noise was raised
- What are we doing to uphold the rule of law?
- What channels are we using to address conservation issues?
- Joining of the various conservation forums we will have a more action. Slowly woeful voice.
- Nairobi to be a nucleus to sensitize other areas like Isiolo right to demand under new constitution (2010)
- Government taking advantage of people's ignorance
- Government ignoring court orders on matters dealing with conservation and nature
- We are making strides in the right direction
- Can we keep the government on toe when it comes to following the law matters conservation?
- How to make sure the new body has teeth to protect rights
- We need a new body that represents the civil society-strong body
- FONNAP was the whistle blower on the SGR
- Educating the people on their right
- We start by forming small nucleus to protect various bodies
- We are not opposed to development as the President has said
- Bodies affiliated to the government have told the government there is no problem with the chosen routes. We end up being background noise
- We can use effects already seen in Tsavo as a result of implementation SGR
- Nairobi National park being constructively strangled
- Land of preserved land is zero coz its government land
- At this pace we are going to lose a lot
- We need to use acts e.g. EMCA
- 7.8 % of land in Kenya is protected
- Problem not the law... main challenge is the implementation. We don't go to new laws without implementing the ones we already have
- Management plans for parks if development projects are to be done
- We need more checks for implementation
- Court should be as a last resort. We should advise the government. We guide the government.
- We should make sure we are not reacting to something that is already done

- Involve people in decision-making process at the earliest opportunity.
- Make everyone able to relate to the issue. Health sector, tax payers, manufacturers
- Tools we are going to use to sensitize communities
- Build with what we already know
- International-National-local perspective
- How can we create a campaign to sensitize the whole nation?
- We are leaving out guides, drivers and tour operators out of the picture

## Recommendations for action

- We have to know who the stakeholder's are, NGOs, Hoteliers, communities. From there how do we package this information for the various stakeholders? TVs, social media, meetings.
- We have to form a strong body that has teeth to protect the environment. The conservation Alliance of Kenya. Well fast. Everybody should do their little thing.
- We have CAK being joined by other players not only conservationists. Multifaceted/multi stakeholder advising body before major projects are done. Members to be elected by various sectors/answerable to people.
- We should adopt the route suggested by FONNAP, which avoids going through the park.
- Ensure the future of NNP is bright and it is not choked. KWS to sensitize communities in Athi Kapiti to create conservancies.





# LAW / LEGAL FRAMEWORKS - ESIA MITIGATION MEASURES, GO SLOW, AMENDMENTS, LEGAL SUITS – FOCUS ON ENVIRONMENT AND THE PROCEDURES

**Group:** Buffalo

**Session I**

**Convenor:** Salisha

## Who was there?

Salisha  
Sajid  
Andrew  
Farhiya  
Nova  
Leslie  
Gilbert  
Bruno  
Dario  
John  
Joseph  
Hannington



Photo credit: Trish Sewe

## Main points of discussion

- Kenya has a very good/ legal framework, our constitution, EMCA, wildlife, spatial plan.
  - Issue is enforceability and interpretation
  - So how do we implement them?
- We need to be careful of the precedent that this sets
  - Oil bill is being introduced that will supersede all laws and allow government to do anything
- We are reactive vs proactive
- We need a comprehensive suit that tackles the government not only on issues of due process but also on environment

- NEMA/KWS should be pushed to follow their mandate
- There is no gazetted management plan for NNP. Expired in 2010
- Consider the judiciary review mechanism
  - To challenge the management plan expiry. Section 44 of WMCA states no development without a gazetted management plan
  - Judicial review of decisions – we need all existing agreements.
  - Time factors/Limitations?
  - Can CAK help with crowd funding for the process?
  - What about pro bono lawyer
  - Need agreements from railways, KWS on all decisions. What decisions have been made?
- The National Land Commission needs to be engaged – not just KWS/NEMA
- Need strategic impact assessment – independent EIA alternative opinion to be presented in court
  - How do we fund this?
  - Who will do this
  - Need a proposal
  - Where will it go? How will it be used?
  - Audit of who we need and who we can call
- What is the role of the media? How can we get more publicity
- NNP is a battle – but the war is coming – LAPSET, MERU, GIBBE
- How can we get the stop order enforced? Does the DPP have a role to play here?
- Political path – article 119/article 125 petition to parliament. 125 allows for KWS/KRC/NEMA etc. all to be summoned to parliament and show all documents
- Civil disobedience required to support the legal processes.
  - Deliberate and sustained
  - Negative publicity for Chinese
- 1957 transport corridor was reserved from the park. From Athi River to Ole Sereni all the way to Wilson there is illegal encroachment.
- World Bank Assessment should be distributed
- Elevate the issue above the SGR – willful ignorance, impunity, taxpayers' information. What is the argument for the common wananchi
- Everyone needs ALL the facts
- Need to converge on LEGAL/PUBLICITY/POLITICAL fronts

## Recommendations For Actions

1. Stakeholder engagement in a strategic way, at appropriate level for every type of stakeholder; sensitization of communities. This needs to be scaled up. Everyone here needs to participate and share information, facts with all of us and with their groups/audiences.
2. Independent EIA to be carried out. Proposal to work on. Save NNP campaign will work on this with Aru.
  3. Engage the media more effectively - break through the censorship
    - a. The Star
    - b. Bloggers
    - c. NTV Wild? Can Paula help?
    - d. BBC Africa – Rose to provide contact
    - e. Lupita?
4. CIVIL disobedience to support the legal processes
  - f. Delivering the stop order to all the relevant agencies
  - g. Delivering a letter to the chief justice
  - h. Everyone here is invited to join in
5. Legal processes to continue
  - i. Petitions/Parliamentary petitions
  - j. Contempt of court on stop order
  - k. Right to information ACT should be leveraged
  - l. Need to keep an eye on all upcoming projects and laws to ensure constitutional rights are upheld and laws are not subverted for convenience





# SHOULD THE SGR PASS THROUGH NNP AT ALL?

**Group:** Giraffe

**Session I**

**Convenor:** Alex Awiti, Narissa Allibhai, Philip Winter, Eng. James Michugu

## Who was there?

Narissa

Philip

Seb

Alex

Paul

James

S.O

Elizabeth

Sidney

Muchina

Kimotho

Eng. Mengich

Judy

## Main points of discussion:

Should SGR Phase II pass through NNP at all?

Pros	Cons
Claimed net savings in investment costs & during operation	Kenya loses reputation as a conservation leader
Reduced transit time during rush hour for commuters from Ongata Rongai & En Bul Bul	Impacts of SGR on wildlife: <ul style="list-style-type: none"><li>- Increased human-wildlife conflict (already happening from Phase I)</li><li>- Spread of invasive species into the Park (potential)</li><li>- Risk of increased extinction rates of certain species - is it worth the risk?</li><li>- Increased ecosystem fragility</li></ul>

Pros	Cons
Potential for a commitment by GoK to pay for increased conservation & ecosystem services - so the development increases conservation! Win-win. This could use revenues, or as compensation e.g. in the southern part of the NNP, either re-acquisition or paying landowners. Need safeguards and timeframes to do this, assurance of accountability. Could be a good precedent for LAPSET.	Potential for future expansion & setting a precedent for jeopardizing conservation areas
	Threat to future existence of NNP, which is already under threat. Could SGR be the final straw? Reduction in touristic value of this small national park - need to calculate this loss of revenue

Why the fuss over this relatively small cost saving? Kenya is not poor – look at our economy and government budget.

## Recommendations for action

1. Full public disclosure
  - EIA fully publicly disclosed
  - Surveys on the potential impacts of the SGR should be done and made available to the public
  - Public awareness campaigns using TV, newspapers, internet, radio (especially vernacular)
  - Summarise the SGR plans and its impacts in simple terms
2. Sufficient public consultation and participation
  - Engagement across the spectrum including conservationists
3. Study calculating impacts of the SGR on touristic revenues
4. Coordinated conservationists voice to lobby on the ways of conservation. And the Government fraternity should lobby with them
5. No construction of SGR through the NNP until sufficient impact assessments have been disclosed and sufficient public consultation has taken place.
  - Status quo should be maintained
6. If the SGR really must go through the NNP;
  - The Government should establish mechanisms that will ensure that measures are put in place for continued conservation of the NNP.
  - The Government should also put in place timelines of the measures proposed
  - The public should be given an avenue of voicing their concerns and hold the Government accountable.
7. Hold an SGR dialogue with all stakeholders with the President in attendance.

# IMPACTS OF THE RAILWAY CONSTRUCTION ON WILDLIFE MOVEMENT

**Group:** Leopard

**Session I**

**Convenor:** Mary Wykstra

## Who was there?

Mary Wykstra

Shalini Tak

Iqra Osman

Nickson Parmisa

Kevit Desai

Paras Chandaria

Bryony Anderson

## Main points of discussion

- Land issues for example blocking of pathways (wildlife)
- Community issues for example health issues associated with bombing.
- Human- wildlife conflict
- Loss of property for example domestic animals
- Inadequate space for animal mobility for example giraffes and elephants.
- Environmental pollution for example the dust omitted from the construction will affect the normal functioning of the animals.
- Wildlife disturbance for example through the loud voice produced.
- Wildlife loss through accidents and destruction of habitat.
- No environmental impact assessment carried out.
- External influence for example from high profile people to affect the decision-making.
- No regard for nature.
- Communication breakdown from the top authority to the affected local community members.



### Recommendations for action:

1. Good Communication through involvement of all stakeholders with a strong link between public and private sectors that can find common ground important to all stakeholders;
2. Create Public awareness through social, public and local vernacular media outlets;
3. Collect actual impacts of construction of railway to date (photos, opinions, concerns, reports etc.) to assure construction avoids critical wildlife habitat that will impact social structure, dispersal and corridor movements
4. Assure capacity for minimal impact:
  - Empower local agencies, community leaders and KWS on conflict mitigation and alternatives during inevitable conflicts that arise from wildlife dispersal and disruption of movement corridors.
  - Well equipped response teams dedicated to this project
5. Develop a caucus of experts with qualifications to advise on sustainability impacts to address local concerns and emerging issues for this and future development projects;
6. Assure appropriate EIA and development protocols are followed and reported to the public



# ARE WE BUILDING SGR FOR TODAY OR FOR 2030? & HOW DO WE CHANGE PERCEPTION OF ALL DECISION MAKERS FOR RE-ROUTING SGR?

**Group:** Rhino

**Session I**

**Convenor:** Erick Goss/T. Yatich

## **Who was there?**

Erick Wainaina  
Maurine .M. Cherono  
Valentine Opanga  
Mukiri Hani  
John Maende  
Eric Goss  
Bryan Michuki  
Paul Mbugua  
Paula Kahumbu  
Allen Wekesa  
Salome Gachago  
Samira Abdullahi  
Manu Chandaria  
Aisha Yusuf  
Tracy Kimathi  
Robert Magori  
Johnstone Mulay  
Maryjka Beckmann

## **Main points of discussion**

- Is it to be built for the legacy of the current government
- There are other areas, which can be used for the SGR.
- Why is the government not listening to the locals who benefit from the park?

- How other countries deal with such cases of infrastructure and do not affect the ones around it.
- Today they make a single line and in some years to come it will be needed for two or more lines all through the park.
- The image of the president as the global leader will be spoilt because of the decision
- Can't get the attention of the president by convincing.
- We should all take part in making the government understand.
- People providing resources for those who are willing to provide are part of the government
- Use of KEPSA and other non-governmental organisations to advise the president
- If the alternatives are used, the issue will be eradicated
- The president is the global leader and he ensures that development is there and also conservationists
- Pressure should come from the right people who are around him to ensure that he is not giving up and that he does what he is advised
- No tunnels, nothing to pass through the park and it is sacred and it should be protected
- There should be a public awareness to all the citizens
- We should tell the local people and the youths about the importance of the park remaining a park
- How to make conservation an issue by the time the election reaches
- To use art to pass out our concern about the national park
- Ensure that people at least have a chance to know the beauty of wildlife
- Use of music and drama festivals to teach people the importance of the National Parks
- Major stakeholders in the arts to come in and help us pass out the information
- It is the responsibility of the citizens to touch the heart of the president
- There is less time to make the petitions work before elections
- Coming up with a petition in a massive way like having children do a presentation on the importance of Nairobi National Park
- Changing the face of people presenting National Parks and conservation
- We don't want to destroy the presidential image of being the number one conservationist by allowing the destruction of the National Parks
- It will be a better and cheaper if we use the alternative ways

### **Recommendations for action:**

- We support the SGR but not through the park in any way in order to defend president Uhuru Kenyatta's reputation as the number one conservationist in Africa. The SGR through Nairobi Park would tarnish this position.
- Enlist the support from UNEP, UN-HABITAT and UNESCO to recognise Nairobi park as world heritage in Nairobi, the home of UNEP HQ



## **Main points of discussion.**

- The SGR should avoid passing through the NNP as Kenya is only 8% of land, which is legally protected leaving an adequate 92 % of land for development.
- Empowering the national bodies such as NEMA to have the ability and power with its own police for enforcement by legislation not to rely on the regular police
- To adapt good practice for the judiciary to have an independent police department such as the US Marshals to serve and enforce the orders of the court and to guarantee the independence of the judiciary
- The Risks of train accidents and the long term effects of oil spillage and fires in the NNP will be difficult to fathom
- The scalability and future development of SGR obviously disqualify the options through the NNP so no room for expansion.
- The Existing laws are not in dissonance for example the EMCA ACT OF 1999 is Adequate weakness is in enforcement where arrest and prosecution by independent bodies rely on the Kenya Police who are not trained for the tasks.
- The Diversion of the SGR should either be at Konza or Athi River station next to EPZ.
- There exists rules and regulation controlling altitude limits for Aeroplanes to control noise poll

## **Recommendations for action:**

- The Diversion of Train at Konza City.
- No SGR through the Park.
- Compliance of legal Process EMCA ACT 1999 and Amendments 2015 and the Wildlife Act.
- Empowerment of Court Powers and Adherence to the rule of law (Independent police for the judiciary)
- The EIA Report should be published for public hearing after the route has been agreed in a consultative manner.

# THE ENVIRONMENTAL COORDINATION ACT 1999- AMENDMENTS 2015 IN BALANCING DEVELOPMENT AND CONSERVATION

**Group:** Hippo

**Session I**

**Convenor:** Koikai Oloiptip, Beatrice Karanja, Dickson Kaelo and John Kisimir.

## Who was there?

Kamweti

Fred

Nguku

Olga

Koikai

Beatrice

Dickson

John

## Main points of discussion.

- The SGR should avoid passing through the NNP as Kenya is only 8% of land, which is legally protected leaving an adequate 92 % of land for development.
- Empowering the national bodies such as NEMA to have the ability and power with its own police for enforcement by legislation not to rely on the regular police
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- The Diversion of the SGR should either be at Konza or Athi River station next to EPZ.
- There exists rules and regulation controlling altitude limits for Aeroplanes to control noise pollution

## Recommendations for action:

- The Diversion of Train at Konza City.
- No SGR through the Park.
- Compliance of legal Process EMCA ACT 1999 and Amendments 2015 and the Wildlife Act.
- Empowerment of Court Powers and Adherence to the rule of law (Independent police for the judiciary)
- The EIA Report should be published for public hearing after the route has been agreed in a consultative manner.



Photo credit: Paras Chandaria Wildlife Photography



## SESSION TWO DISCUSSIONS



# DOES WILDLIFE MATTER? UNDERSTANDING BOTH SIDES IN MATTERS AFFECTING WILDLIFE

**Group:** Aardvark

**Session 2**

**Convenor:** Rosy Russell

## Who was there?

Rosy Russell

Kes Smith

Shalini

Chief Nickson

Dino Martins

## Main points of discussion

- The engineers are the Chinese and they do not understand the Kenyans love and need the wild animals.
- Engineers look at topography-best and easier way.
- If they understand better they would gain new awareness.
- Animals dangerous to the train
- But nesting birds pollution safely.
- Gibbs have done assessment divide earlier.
- Konza to Naivasha- no tunnel elevated
- Awareness communication.
- Complimentary at 3 areas of the park- trees, plains, valleys

## Summary

The local conservationist and the Chinese engineers need to meet and made aware of the other points of view .The engineers must be taught (and they are willing but don't know who to ask and trust) the roles the flora and fauna play in the eco systems.The park is a carbon sink, water catchment help water purification pollination and has deep aesthetic value to the people and the country government of intrinsic value as a gazetted protected area.

The Chinese contractor engage best with government official i.e. KWS suggestion by Shalini who works with is that the conservationists work with KWS hear them to Translate to the engineers.

## Value of Alternative Routes

A southern route branching through Athi River from either Konza or Athi would

- a) Avoid any destruction of NNP & all its value
- b) Avoid dispersal areas
- c) Avoid major human habitation disruption of people and consumption cost
- d) Be cheaper to purchase land for the route
- e) Avoid the need to build an expensive tunnel for the steep descent into the right because it could follow shallower descent existing rail routes
- f) Be in keeping with the planned development under vision 2030 such as Konza City, industrial development and EPZ at Athi
- g) The Syokimau terminal would be the main terminal for Nairobi with existing feeder commuter lines for passengers and feeder routes to Industrial Area but the key word is terminal there is no need for the line to continue through the National Park and city. Train terminal in developed country city are terminals and then the train goes out again.

## Value of Wildlife

- The park cannot be sub divided. It consists of 3 layers
  - a) Forests
  - b) Plains
  - c) Valleys
  - d) Government gazetted lands for present future and tourism and the health of the city
- Wildlife includes whole eco system green belt water catchment bio diversity carbon sink fauna flora bird's insects etc.
- First world cities have green areas e.g. hydro parks in London Central Park in New York but the other cities have a wildlife National Park so close and such an important reputation as a wildlife nation and a major tourist venue.

## Recommendations for action

- Carry out technical environmental assessment of the major possible routes, particularly including the southern route branching off before Athi or Konza. This can provide a real information base for comparing all aspects of different routes.
- Give a full assessment of all the values of the park and potential effect of running the railway through the park and of wildlife use of the dispersal areas and migration routes.
- Bear in mind that the railway is the first development, but in the future there will be a southern road route, feeder roads for maintenance power lines and whole communication corridor. Do we want this to pass through the park?
- Wildlife can also cause major accident and derailments being hit by train-animals can climb.
- Protected areas along the whole route need to be considered, avoided and respected in a bigger picture of development.
- Even where the railway does exist, e.g. through Tsavo, is it possible to do minor wildlife positive developments, such as bird nesting option and water catchment and respecting and assuring wildlife corridors
- Dialogue between engineers and conservationists.



# COST AND IMPACT OF EACH OPTION & LEGITIMACY OF ROUTE VIABILITY OPTIONS AND DATA/COSTING & NNP IS TRUST LAND & HOW DO WE VALUE COMPENSATION?

**Group:** Giraffe

**Session 2**

**Convenor:** Jes

## Who was there?

Jes

Sarah Chiles

Paul

Jacob T.

## Main points of discussion

- Incorrect data
- Shifty on specifics – only giving summary
- Parameters for analysis unacceptable
- Lack of data/ biased data
- Impact assessment - draft; how can it be decided
- Pressure from community – consider change
- Data sources are unclear
- Independent impact assessment
- Visual impact – not enough thought! Totally visible
- KRC – TRUMP

## Recommendations for action:

- Independent EIA - Not KR/CCC/Government
  - Viability study (no stake)
- Inviting stakeholders to provide data
- Re-route SGR
- Future analysis – long term cost accounting

- De – valuation of Ongata vs increased value of Konza 'hub'
- Strategic EIA – whole NNP
  - Assess options and flexibility
  - Regional economics
- Compensation –how?
  - Offset land
  - Direct/indirect impact
  - Small park
  - Who bears cost?
- Cost of long term impact
  - Where is financing?
  - Allocate funding
  - Do KWS bear these burdens?
  - Can't predict changes in vegetation and spread
- Compensate Kenyan people for clean air, flood
  - How?
  - Cons more benefits
- Benefits are for individuals
- No financial planning
- Used properly or is financially viable so why destroy NNP in the process
- Misperception of 'saving Kenya'
- Re- route cheap in terms of compensation
- UNEP conference?
- Storks – Disease prevention
  - Public health bill



# TO WHAT EXTENT WAS THE PUBLIC CONSULTED & WHAT WILL THE IMPACT OF NATIONAL DEBT AND HOW DO WE & SCENARIO OF THE NAIROBI PARK, 30 YEARS FROM NOW (YEAR 2045) REPAY IT?

**Group:** Impala

**Session 2**

**Convenor:** Kimani Nyoike

## Who was there?

Kimani Nyoike

Benson Maina

Lucy Nganga

David Maseakk

Caroline Muchina

Jean Gillchrist

Stella Ndiwa

Ben Momanyi

Geoffrey Wekesa

Peter Moll

Emmanuel Ngumbi

## Main points of discussion

- Meeting at the Kanu Lodge – Going through people's homes.
- Meeting proposed at Bomas –Later cancelled did not railways through the park
- Minimal/limited consultation over railway through the park.
- Syokimau to western Kenya project decision on route has not been handed over to Kenya railways.
- Economic social report not ready
- What kind of consultation with the stake holders
- Consultation with Kenyans with the thinking that the national park is a national asset.
- Is KWS concerned with bringing out the vote?
- Kenya railways met with KWS and communities around the park.



- ESIAR call for consultations 27th October 2016 daily Nation (today)
- What are the next steps in participation?
- How many people will get to see the newspaper adverts?
- Claimed that going through the park would cost more information privy to a few, none of the options proposed going around the park.
- A monetary cost vs cost of flora and fauna
- If railway does not go round the track then it would have to backtrack along the current track.
- 70% of cargo to Nairobi 20-30 years from now might change.
- Bypass the park to other areas. Backtrack from Syokimau.
- There are other options that do not appear to be considered
- Comparison with the cost of the entire project Mombasa to Malaba going round the park will cost less than 1% of the whole cost
- 20-30 industries may move down to Syokimau area
- Are we doing infrastructure for next year or years to come  
Between Mai Mahiu and Suswa-new industrial nodes?
- There will be no park
- Second and third line constructed over the park
- Service lines and repair lines crease crossing the park
- Economic value around the park
- There may be housing estates inside the park
- Park will become utility conduit e.g. dwelling Magadi road, sewage lines, electricity
- Extinction of animals
- Growth to become industrial estate
- No mans land for ease of use

## Recommendations

- 27th October 2016- ESIAR call for public input on the Daily Nation –Recommendation for public to participate and give views upon Kenyans. Amplify this across all networks.
- Irrespective of the cost, reroute the railway line based on the 30 years scenario-if need be crowd fund for the route cost.
- Make all design documents and costing publicly available on the Kenya Railways Website.

# INDIRECT EFFECTS OF THE RAILWAY: POACHING, HUMAN-WILDLIFE CONFLICT, INVASIVE SPECIES, LAND DEGRADATION, ECOSYSTEM SERVICES, LOSS OF PROTECTED AREA AND CIVIL STRIFE

**Group:** Cheetah

**Session 2**

**Convenor:** Mary Waystra

## Main points of discussion

- Many effects may be invisible but they are measurable
- Impact on animal movement needs to be documented
- Change in animal movement increases human-wildlife conflict when they move into areas where they did not impact before. They move to avoid noise, construction activities and vibrations
- Road kills are documented during construction in other areas
- Long term pollution from commuter train moving through the park i.e. litter from the windows
- Infrastructure effect on behaviour of animals
- How to monitor the changes in life under the ground – water quality, gases, microbes, insects, etc.
- Migratory effects during the construction when animals search for water, grazing will increase animals moving into settled area
- Some habitat niche will be destroyed that will never be recoverable/restored
- Loss of revenue to park when people do not want to pay to look at concrete pillars
- This will set precedent for local people to ask for rights to encroach on the park when the government is able to cause this loss in the park
- Loss of economic viability of the park is already being seen in those that sell the city as a host destination for conferences.
- People asking if price of park will be reduced even though cost of maintaining the park will not change
- Loss of ecosystem services –carbon value of intact park
- Long term impacts of the construction via change in the ecosystem
- Incurring sovereign debt due to the loss of tourism to the only National Park in a Capital City

# WHERE ARE WE NOW? & WHAT IS THE WAY FORWARD? & HOW CAN WE ENSURE THAT CONSERVATIONIST ARE INVOLVED? & HOW SURE ARE WE THAT OUR PARK AND FOREST HAVE A FUTURE? & WHY ARE TAX PAYERS NOT INVOLVED IN MAKING DECISION ON POSSIBLE ROUTE?

**Group:** Lion

**Session 2**

**Convenor:** Paula

## Who was there?

Lucy Ng'ang'a  
Bryony Anderson  
Florence Mwanthi  
Philip Snyder  
Victor Gichuru  
Mary Morrison  
Nadia Matthews  
Paula Kahumbu  
Njeri Chege  
Karungari Mutu  
Salim Ahmed  
Jagi Gakunju  
Kibe Kimani  
Eng. S. Ouna  
Eng. M.K. Mengich  
Thomas Yatich  
Paras Chandaria  
Harris Taga  
Mary Oyuke  
M. Kamweti  
Lesale Oduipoi  
Andrew O. Obaga





## Main points of discussion

- What kind of transparency are we looking for? That is from the start, the whole EIA process from the formulation
- Should not seem like it is us against them
- What is the legal way of doing it?
- The public has right to information before such projects are undertaken
- Why are we ending up in this meeting after SGR is already half way done?
- Why were the other routes not taken?
- We need information (lots of it) before making decisions
- EIA is done but we feel like there isn't enough participation
- KRA asks whether they are on trial
- People coming from a background of not being consulted
- Kenyans lack enough information on the SGR leading to rumours
- We are going to save about 300M dollars by using the NNP route. We burned ivory the other day now people here are fighting about NNP route
- Put information online so that we can access it
- Public participation requires feed
- What about the future additions electric rail, dual carriage expansion. What are your litigation measures?
- KRA says they have already engaged the public
- Public was engaged with very little information and KRA was hit with an injunction
- KRC says that the project is a turnkey. Constructors does the whole project and hands it over (EPC contract)
- Gaps might be as a result of project being new in Kenya
- Concerns- was the feasibility study done? How were the routes chosen?
- Kenya has to borrow money for SGR. Financier wanted something that is not going to cost so much money
- Route change affected by complexity of construction and cost
- Outcome of report will determine if it goes through the park
- Why not follow road reserves, rail reserves and avoid densely populated areas
- Who was the consultant doing EIA and how was it done
- KWS were engaged. They are only custodians

### Recommendations:

- Develop already existing infrastructure. Avoid high developed areas to avoid social and economic costs go south of Kitengela Konza area
- KRC to host a meeting, make available reports of feasibility study EIA to stakeholders not only to consult KWS who are custodians. We implement the engagement with civil society
- Publish all the info online and in the dailies
- EIA consultant should be chosen via a public tendering process
- Provide KR consultant with alternate routes or follow them if they are there. There are seven routes
- We go back and redo parts of the EIA that were not done properly.
- We stop construction we resolve all issues first .We read the EIA report and give feedback.



Photo credit: Paras Chandaria Wildlife Photography

# THE COST OF NAIROBI NATIONAL PARK

**Group:** Rhino

**Session 2**

**Convenor:** Philip

## Who was there?

Valentine Opanga  
Aru Inamdar Willets  
Samira Abdullahi  
Farhiya Mohamed  
Emma Childs  
Philip Winter  
Johnstone Mulary  
Robert Magori  
Caleb Ouma  
Eric Wainaina  
John Maende  
Benson Kimotho  
Jim Nyamu  
Mukiri Hani  
Aisha Yusuf  
Mbaabu Hannington

## Main points of discussion

- No tangible cost for wildlife and protected areas on environmental analysis
- There is lack of information to the citizens
- No viability test have been done before on wildlife

## Recommendations for action

- To present a bigger picture of the cost implications of the SGR.
- Get independent actors to do economic valuation of the park.
- Small team to be constituted to present it to the president.
- Independent cost-benefit evaluation of the National Park to get the president to consider alternative routes that still upholds his legacy.
- Conservationists need to engage with the private sectors (KAM, KEPSA and development partners).
- Get media to put the SGR-NNP debate in the public domain.



# OF HOW TO ACHIEVE THE ULTIMATE GOAL OF STOPPING THE SGR

**Group:** Ostrich

**Session 2**

## **Recommendations:**

- Have a plan by the ecologists, which has a model that show the impact of SGR plan on an extra point of view, you're not viable but maybe economically viable, this is why it's ecologically viable. Let's not go the judicial way more than the practical way.
- Should have a defense as in the Serengeti road stop.
- Vigilance by NGOs, they should be keen.
- Spatial modeling the data exist.
- Save NNP altogether.
- Compensation in terms of land (initial from terms of the plan for the building of the southern by-pass)



## CLOSING CIRCLE COMMENTS

- They have 92% - we have less than 8% protected land. We do not want you to use 1% of our land. If the financiers feel they can't finance, we would rather have our heritage than the money. We want development in a sustainable manner - we want to work together.
- This session has laid the foundation - you can have a balance between conservation and development. The government has still not understood who the stakeholders are. KWS are only the custodians of Nairobi National Park they do not own it! It is owned by all our children and children's children. KWS cannot make a decision on NNP. Wangari said each of us must continue to do the little thing for the environment to leave it better than we found it. Our little thing is to save NNP.
- I am amazed by the passion people have shown and the expertise. I am shocked by the government and that they haven't followed the rules - I hope what we have done today will change the route.
- The wildlife image that Kenya presents to the international community must be maintained. With the re-routing of SGR we will recover the money from the 150,000 visitors to the park, if the SGR is in the right place.
- From the various discussions I have had I think the government has figures and reports. We need a full report of the EIA, with figures, to have a starting point.
- I have learnt about the importance of communication. KR needs a central place on their web site with proper communication and information about the financial aspects that have dictated decisions. KR should learn the importance of communication.
- There have been many action points suggested, I am encouraged that they will be followed through - we need to have speed.
- I am encouraged by today, we need to organise and keep up the momentum, consider everyone's interests, push Government and ministers to think in advance when planning projects.
- Other areas will be challenged if the SGR goes ahead.
- When engaging stakeholders it should be done from the beginning, at an early planning stage - that would avoid all this resistance. Only involving KWS will have this negative outcome.
- Thank you to the organisers, founders and facilitators, I have found it extremely useful and helpful - what next?
- There has been so much said, I am proud to have been a part of this today and these important decisions for our country and us as Kenyans.
- It's been a good day - we should go on with this spirit and a whole generation be behind us.
- Thank you to the organisers. I have learnt a great deal today.
- It's been a very valuable meeting, people from so many different walks of life. Very important alternative routes have been considered. This country has a reputation for wildlife; we cannot allow the national park to be torn up.
- Thank you to the organisers, engineers, designers and conservationists perspectives.
- Thank you to the organisers and I say a prayer we will achieve the balance we want.
- Thank you for the vibrant discussions, I come away with the feeling it's been respectful- let's leave with some actions.



- Moving towards a conservation alliance that we should definitely go to deal with the SGR and NP, which will be important for urban development in other areas. SGR belongs to all Kenyans.
- It's been a really good forum - we are grateful for it. The park is the only area it will go through. Kenya is a developing economy by 2030 this may be small but important for future developments.
- It is important to maintain the ecological importance of the park so we need a business case and facts.
- This has been very exciting. We all agree we don't want the SGR through the park, the government wants to, we are at discussion stage. Because we don't have time, we should do something to reach the masses, very little time to put things right, this year, push right now.
- It's been a privilege to be part of this gathering, history in the making, communication is power, need to give the right communication to the president, he is reasonable. This is a political issue; the SGR is the greatest idea but should not go through the park. We need 10 influential people supporting us, saying the right thing in the right places. All is not lost, Paula you have done an exceedingly good job getting everyone here today, to have powerful conversations to change destiny, let's be together, not fall apart, get this railway off the National park. Richard Leaky says at the back of the field guide "Finally a guide for Nairobi national park that ignites the passion that residents and tourists have for this unique city Park. This book reminds us why we love Nairobi National Park and why we must defend it against the pressure to release land for development". We can change this by the communication we bring across.
- We are lacking in basic information and transparency so we need to go back to the drawing board.
- It's been a fruitful session, I learnt there is so much information we didn't know, now we do there was so many other alternatives, everybody should know a continuing heritage is better than money or personal satisfaction.
- Believing that public service is the best ever, I had to swear ethics, I believe it is a fine movement for us as a country and individuals. The highest person didn't address the legal issues.
- It's been good to see so many passionate people about the park, lots of good discussions we need to keep the impetus up. It is a national heritage.
- We are fighting a war we have already lost - you can't fight your father. Why are we sitting here? Let's search for another thing to talk about but not be compromised.
- We stop for the SGR (going through the park) we will have contributed to the stopping of other developments that might come later.
- It has been educational searching for answers for protected areas
- It's very difficult, all these brains, we have shared so many things. I look to see what comes from the discussions of today because it's all from different areas. It's been good to know who is here. We only see the report in libraries; we are here because of protected areas. I look to see where we are headed after this. Let us not only come together when things are bad. We have good recommendations but do we have time? It is very painful. We are here as environmentalists – I don't have much to say but in the spirit of coming, bringing great minds together, we are not idle people. I look forward to the report written of the dialogue as it happened. This is a resource for you Kenya Railways. If you reject what you have heard hear today it will be like rejecting a doctors recommend.



- We shouldn't wait for the report to take action. Not everyone is doing their part. Act now, it's the last hour - look inside ourselves and ask, what role are you playing. Change your world and help.
- I am very apprehensive about not knowing if our recommendations will reach the president and will he hear it? We need to speak with one voice. The SGR should not pass through the park. People do not want the SGR through the park. We have no problem with the SGR, we wish them well, but do not touch our national park - or other national parks.
- Thank you - it's been well documented we need to make sure we use the recommendations
- Better late than never Kenya Railways. KWS what right have you to give our park away?
- Let us set a good precedent we can balance development and conservation, our government needs to give us time.
- I have learnt how to do things in reverse, the EIA for the project they are constructing, let's start from where they should have begun. These great minds are reactionary, we were caught with our pants down, all we can do is pull our pants up and set mechanisms to win the war, to protect areas. Kenya Railways we may be saving some money but it is our love and heritage that is the real value. We have failed to capture the big picture, we came to do something. We have professionals who become ignorant when they get into government. Professionals tell the government this is not the way to do things. Nothing personal Kenya Railways or KWS.
- Kenya Railways - open your eyes. ....?
- The Maasai generously gave up the land but the community has been left out. The communities in the south look after it. The reason you got money is because of tourism, we need to think about rerouting. I am very disappointed in the EIA it's flawed, the issues and concerns we raised are left out.
- We are an organisation, meeting, discussing with government who has already incurred financial implications. We should come up with costing that says how it costs more to route in ways other than money.
- I had the privilege of being part of discussion here; some of the same discussions took place 130 Years ago with the railway from Mombasa to Kisumu. A large number of people didn't want the railway. The route was changed to save 75 kilometers to make it possible to sell. I am very passionate about railways and conservation. We have to think outside of the box.
- We are not opposed to SGR, just rerouting for a better Kenya. Long live Nairobi National Park.
- The national parks of this country are a priceless heritage for the future; this was a pledge from our first president.
- What we have got from the different disciplines here, including the geographer, we have to harmonise the different disciplines.
- As an engineer we have to move from the known, to the unknown. I don't want to explain to my granddaughter - who the hell put this railway through the national park?
- The world is on track to lose 2/3 of its wild animals by 2020 according to the report out today from WWF and the Zoological Society, London (Living Planet Report) part of a mass extinction that is destroying the natural world. In Kenya we still have protected areas. We can do both, conservation and development.
- Thank you to everyone for coming. Thank you so much for your time, my prayer is to come to a consensus. Today

we created a space asking everybody “are we willing to pay to protect the park?” If so then we need to act on it. I am ready are you?

- It's good to be here, everyone has been working hard, very good to meet and exchange, we are stronger together.
- I am better informed than this morning. This is our national heritage, as a scientist we need practical examples and data.
- We are participating from different disciplines, all is not lost, the railway has not started, and we have room to give our views.
- Thank you to the conveyor for bringing these great minds together. We need an integrated approach, and we need to argue for other protected areas. The government is massacring our natural resources. The SGR should not go through the park. This is a rogue government, building the railway under undue pressure. We need to send a clear message, pass it on for us and future generations.
- It's been a very successful forum, take the positives.
- Just realised we love Kenya and heritage; I believe we will win the war.
- I believe the SGR will help us, I grew up with the national park, it was lovely, I need both. I don't think emotions will cut it, we need a clear path.
- I've learnt a lot, I hope we will be heard.
- This world is for us to wisely and sustainably utilise. The SGR through the park is not the best use the park. Men and women here, we are not against the railway project, but we want it to be done the right way.
- Thank you to the organisers, it's been fantastic for individuals who haven't known what to do. I believe it can coexist and there are many other projects to come.
- It's been so painful, I can't imagine the best use of Nairobi National Park; I am disappointed with Kenya Railways. Coming up against the EIA, we are not anti SGR, just build it outside the park.
- Route SGR away from the park.
- I am looking forward to the report.
- I am glad the dialogue happened - that learning came from within, with some maps, others have talked to leadership so we could share and pick these matters up. Conservation fraternity need to get together - this was a beginning.
- I have seen a phenomenal level of consensus that the SGR should not go through the park. I have seen sadness, anger, and heartbreak from participants that it should even be considered, but having come here I believe we can make a difference. To prevent this from ever happening again, we must amend the law that allows such things to be considered. In the railroads act of the USA, it says the railway will not enter protected or wildlife areas unless there are no feasible or prudent alternatives – this is not about cost. People here have asked what are the principles of protected areas? What are they protecting against? Today we have heard from the Kenya Railways that they support the park and that are ways to mitigate impacts, they might be right or horrifically wrong. The risk is simply too great too test.

# YOUR MESSAGES TO H.E. UHURU KENYATTA



- We have only one Kenya, which our beloved late president Kenyatta was detained for and ruled with passion. We have only one National Park in the world called Nairobi national park - don't destroy it- it is our only heritage. Let the SGR go to Malaba from Athi River or Konza. I know if Wangari Mathai was alive she would have told you the same. We support the SGR but don't let the SGR destroy our national park.
- In years to come, people will not remember how much money was saved by routing SGR II through a state park, but people will remember that this administration failed to save the Nairobi National Park. Sometimes money does grow on trees, especially when you combine innovative thinking with honourable intentions.
- The impacts of SGR in NNP shall be devastating. The touristic, ecological and heritage values of Nairobi National Park if lost shall NEVER be replaced by any SGR gains, so taking the SGR through the NNP is not a cheaper option at all, STOP IT!
- Reroute SGR away from NNP and its environs.
- The Maasai gave up land for conservation, please save our grazing areas.
- We must save all protected areas and their environs.
- We depend on our cattle and we leave harmoniously with the wildlife. Reroute SGR.



## YOUR MESSAGES TO THE ORGANIZERS

- I wanted to thank you all so very much for organising this event, we certainly came away feeling a lot more positive about the SGR, but more importantly a lot more positive about conservation in Kenya.
- Thanks very much for a constructive day. It was good to look forward, not back, but since Thursday I have been able to look quickly at the arguments already made against the SGR, not because of its routing, but because of its design, tendering and conception.
- I am grateful that you were able to bring such excellent minds to chat the way forward on this delicate matter on the SGR going through the NNP
- The format of this discussion was magnificent. It was much easier than normal to be heard.
- The event was well organised and the choice of venue was good. Thanks for providing refreshments and lunch, which probably kept the energy and allowed people to stay longer.
- Many thanks for organising the event. The forum was a success, the first of its kind, well attended and the participant's recommendations depicts a clear picture of the wish of all Kenyans; to stop SGR from going through the NNP.



# DELEGATES LIST

NO.	NAME	ORGANIZATION	NO.	NAME	ORGANIZATION
1	A. Wycliffe	Kenya Railways	31	Collins Kenik	DFS (MOSCA)
2	A. Willets		32	Daniel Onsembe	KWS
3	Adoi Vinnal	Sky ship	33	Daniel Pasha	Nature Kenya
4	Aisha Karanja	Greenbelt Movement	34	Daniel Sopia	Mara Conservancies
5	Alen Wekesa		35	David Mukaby	Association
6	Dr. Alex Awiti	Aga Khan University	36	Diana Lhooson	WildlifeDirect
7	Alex Mbaiyo		37	Dickson Kaelo	KWCA
8	Alex Muhuni	TAEC	38	Dino Martins	Mpala Research Centre
9	Andrew O. Obago	Kicheche Camp	39	Dr. Elizabeth Leitoro	KWS
10	Anke But	Belgium Embassy	40	Dr. Erustus Kanga	KWS
11	Anna Iskander		41	Dr. Kes Smith	BCI
12	Antony Childs	Emakoko Lodge	42	Dr. Paula Kahumbu	WildlifeDirect
13	Bakari Chongwa		43	Duncan Munyua	K.L.D.A
14	Beatrice Karanja		44	Edwin Kibet	Kenya Railways
15	Beatrice Khayota	NMK	45	Elizabeth Wanjiku	Community
16	Beatrice Wamalwa	USAID	46	Emma Childs	Emakoko
17	Benson Maina	WildlifeDirect	47	Emmanuel Ngumbi	AFEW-Giraffe
18	Berwemuto Momanyi	Consultant SGR	48	Eng. James Karanja	TAEC
19	Brian Mukaya	Multimedia University	49	Eng. Matu Mwangi	ACEK
20	Briason Mogoi		50	Eng. Maxwell Mengich	Kenya Railways
21	Bruno Illi	KLDA	51	Eng. Silas M	
22	Bryan Michuki	USAID Kenya	52	Eng. Solomon Ouna	Kenya Railways
23	Bryony Anderson		53	Eng. Xu Zhi Ling	
24	Caleb	A24 Media	54	Eng. S. Ogina	Kenya Railways
25	Caroline Muchina	Kenya Railways	55	Eric Goss	COWI
26	Catherine Irura		56	Eric Wainaina	
27	Catherine Ngarachu		57	EXCOM	EXCOM
28	Charles Mwanti	Greenbelt Movement	58	Florence Mwarithi	Wildlife Clubs
29	Cheriot Dennis	KENHA	59	Fred Kaigwa	
30	Christian Lambrechts	Rhino Ark	60	Fred Moturi	

NO.	NAME	ORGANIZATION	NO.	NAME	ORGANIZATION
61	Gabriel Ngale	WCK	93	Karungari Wambui Mutu	
62	Geoffrey	A24 Media	94	Ken Gitau	WildlifeDirect
63	Geoffrey Wekesa	Kenya Railways	95	Kevit Desai	RMPCI
64	George	A24 Media	96	Kibe Kimani	
65	Gitau Joseph	CRBC	97	Kimani Nyoike	Inuka Kenya
66	Hannington Mbaabu	Kenyatta University	98	Koech Gilbert	
67	Harris Taga	Friends of Maasai Mara	99	Koikoi Oletiptip	Amboseli
68	Harrison Ngrigacha	ASL	100	Kyeni Wambua	
69	Iqra Osman	Kenyatta University	101	Lawrence Musyoka	DFS
70	Irena Akinyi	WildlifeDirect	102	Lesale Odupoi	KWS
71	J.B Okara	KEPSA	103	Leslie Olonyi	WildlifeDirect
72	Jacob	German Embassy	104	Lilian Muchungi	Greenbelt Movement
73	Jacob Tukai	The wildlife foundation	105	Lucy Ng'ang'a	African Environmental Film Foundation.
74	Jagi Gakunju	AAR	106	Manu Chandaria	Chandaria Foundation
75	Javier Montano	UNODC	107	Mary Oyuke	Kenya Railways
76	Jean Gilchrist	KSPCA	108	Mary Wykstra	Action For Cheetahs
77	Jeffrey Worden		109	Maureen Murrey	The wildlife foundation
78	Jes Wroe	DSWT	110	Micere Kiragu	
79	Jill Ghai	KATIBA INVEST.	111	Michael Marona	
80	Jim Karani	WildlifeDirect	112	Miriam Ott	German Embassy
81	Jim Nyamu	Elephant Center	113	Mukiri Hani	
82	John Kisimir	Maasai Mara	114	Mumo Musuva	
83	John Luca		115	Mwachidudu Chimera	Kenya Railways
84	John Maende	MMU	116	Mwita Benard	MMU
85	John Oloo Achieng	Greenline Trust	117	Nadia Mathews	
86	John Soloonka		118	Narissa Allibhai	International Rivers
87	Johnstone Mulay	Kenya Flower Council	119	Nelly Palmeris	KWS
88	Joseph Wamatu	Greenline Trust	120	Nick Evans	KLDA
89	Joy Omulupi	WildlifeDirect	121	Nickson Parmisa	
90	Julius Kamau	EAWLS	122	Njeri Chege	
91	Juniper Neill	USAID	123	Nkamunu Patita	
92	Kamweti Mutu	Conservation Alliance of Kenya			



NO.	NAME	ORGANIZATION	NO.	NAME	ORGANIZATION
124	Nova Waithaka	KWS	151	Samuel	A24 Media
125	Nyamwange Sam	Kenyatta University	152	Sarah Chiles	AWF
126	Olga Ercolano		153	Sajid Darr	Viewfinders
127	Paolo Torchio		154	Sebastian Gil	European Union
128	Paras Chandaria	FONNAP	155	Sebastian Mwaura	ANAW
129	Patita Nkamunu	FONNAP	156	Shalini Tak	
130	Patricia Sewe	WildlifeDirect	157	Shamini Jayanathan	FONNAP
131	Paul Barasa	Red House Group	158	Sidney Shema	
132	Paul Gacheru	Nature Kenya	159	Simon H.	Nairobi Greenline
133	Paul Gathito	KWS	160	Simon W. Waithaka	
134	Paul Karbwali		161	Spirah Makena	FONNAP
135	Paul Mbugua	KWS	162	Stellah Kamau	Kenya Railways
136	Paul Obuna	Climate Fund at	163	Stellah Ndiwa	European Union
137	Peter Moll	Treasury	164	Thomas Yatich	
138	Philip Snyder	SUSO	165	Tracy Kimathi	FONNAP
139	Philip Winter	KCT	166	Trish Heather	
140	Putita Topoika		167	Valentine Opanga	
141	Reinhard Bonke	FONNAP	168	Valerie Munini	Film Media Agency
142	Robert Kaai	WildlifeDirect	169	Victor Gichuru	CRBC
143	Robert Magori	EAWLS	170	Virginia Nthenya	PAAWA
144	Roosevelt Nguku	Kenya Railways	171	Wachira Kariuki	Nairobi Greenline
145	Rose Karobia	KLDA	172	Wanja Kimani	
146	Rosy Russell	MLRSHP	173	Waruingi Gachago	
147	Salim Ahmed	ENC	174	Wilburn Njuguna	C.R.B.C
148	Salisha Chandra	KUAPO	175	Xu Zhilin	C.R.B.C
149	Salome Gachago	KWS	176	Yang Jie	
150	Sam	A24 Media			

## ABOUT OPEN SPACE TECHNOLOGY

Open Space Technology (OST) is a method for holding meetings that means people self-organise. There are no speakers; no set agenda and timings are loose. The people who come create the event on the day.

They suggest the agenda and they organise their own discussion groups. They then set their priorities for continuing action at the end using 'dot democracy' via coloured stickers.

Often a follow-up group is formed. An OST event focuses on a key question that matters for the groups or communities involved. The people who come suggest topics for discussion around this question that matters to them – their passions – and they take responsibility for the discussions and for the resulting action.

Both passion and responsibility are key to the success of Open Space. This means that each participant needs to make sure they are contributing and/or learning at all times – if not the 'law of two feet' means people move on to another discussion which they can contribute to or learn from. Being self-organised means organising your own time to get the most out of the event!

The method was developed and popularised from 1985 by Harrison Owen, an American who felt the best bits of conferences or meetings were always the tea breaks. He wanted a way to create those kinds of conversations in main sessions. He drew on ways of holding meetings he had seen in West Africa and in traditional communities elsewhere. You may therefore feel aspects of open space are familiar.

To find out more you may want to visit: [www.openspaceworld.org](http://www.openspaceworld.org)



THE PARTICIPATION AGENCY

The event was facilitated by consultant Roma Iskander a Director at  
**Public Service Works**, Anna Reynolds co facilitated

[roma@publicserviceworks.com](mailto:roma@publicserviceworks.com) Skype: psw.ltd  
[www.publicserviceworks.com](http://www.publicserviceworks.com)











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FONNAP

