FEASIBILITY STUDY REPORT FOR THE PROPOSED RONGO BUS PARK IN RONGO MUNICIPALITY-MIGORI COUNTY

DEPARTMENT OF LANDS, HOUSING, PHYSICAL PLANNING AND URBAN DEVELOPMENT.
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EXECUTIVE SUMMARY

1.0. Introduction and nature of the project

World Bank in partnership with County Government of Migori - Department of lands, housing, Physical planning and urban development, intends to upgrade/improve urban centres within Migori County. This is through the Kenya Urban Support program that aims at facilitating a sustainable urbanization process through an integrated urban and regional planning management framework. Aligned to this goal, is the proposed Rongo Bus Park.

2.0. Project design

The project comprises of construction of shops/kiosks, management offices, passenger’s seats, street light, pavement (cabro floor), waste collection/transfer station and public toilets amongst other components. The technology used in the design and construction of the proposed project will be based on national standards which has been customized by various Bus Parks Kenya.

3.0. Rationale of the study

The proposed project has been assessed with an objective of determining the possible environmental and socio-economic positive and negative Impacts that the project is likely to create, determine interventions and mitigation measures and to compile a report for the purpose of determining/establishing the viability of the project.

4.0. Methodology of study

The study involved a review of relevant documents including the proposed project plans, designs and land ownership. Data collection was carried out through direct observation, structured questionnaires, interviews and photographing. Public consultation was also carried out as required by the Constitution of Kenya 2010. Several people were consulted including immediate neighbours and they had no objections to the proposed Bus Park though they had some concerns that have been addressed in this report.

5.0. Activities of the project

The major activities to be carried out during construction phase will include: - designing of the project, undertaking the plans and design through all the approvals, ground breaking, enclosing the site, ground leveling and associated construction including civil works. After construction the site will be cleared of all
the wastes then landscaped as designed while the operational phase will majorly involve use of the facility as Bus Park. The decommissioning phase of the project will include demolition works, dismantling of equipment and structures, removal of waste from the site and site restoration. Otherwise it can be changed for other use after a feasibility study and EIA are undertaken on the change of use.

6.0. Findings

The study revealed that the proposed project will have several positive socio-economic and environmental impacts in the project areas such as:

- Creating job opportunities by employing locals during construction works, cleaners and other Bus Park employees during operational phase,
- Creating business opportunities to different businesses who will be selling their materials and goods to the project including food vendors
- This project will provide the public of Rongo with a modern Bus Park that ensures a clean, secure orderly and well managed environment.
- It will boost availability of kiosk/stalls that will provide more business space for more people.
- The project will boost development of the area as a number of investors will move in to put up business premises so that they are associated with the Bus Park businesswise.
- It will boost security of the area
- It will improve aesthetic value of the area and Rongo town as a whole.

It was also found that the project is a potential source of:

i. Lose of vegetation through clearing of trees on site;
ii. Eviction and relocation of traders in the current bus park (not the proposed project site)
iii. Air and water pollution as a result of excavated loose soil,
iv. Disturbance of soil profile and structure also during excavation works.
v. Degradation of the environment during acquisition of building materials like building stones, ballast, sand, timber
vi. Noise and vibration,
Proposed construction of Rongo Bus Park

vii. Air pollution from dust and exhaust emissions,
viii. Risk of accident and injuries to workers and neighboring communities,
ix. Generation of construction waste /debris;

While during operational phase, the project is a potential source of;
i. Municipal wastes (solid waste)
ii. Liquid waste; sewage from toilets and waste water from general cleaning
iii. Fire outbreak hence destruction of properties and lives
iv. Noise generation hence disturbance to the neighbourhood
v. Public health concerns
vi. Mushrooming of road side kiosk hence nuisance and reduced aesthetic value of the area
vii. Increased energy use
viii. Risks of Fire out break

8.0. Conclusion
The identified positive and potential negative economic, environmental, social, health and safety impacts that are anticipated from this project are not adverse and can easily be mitigated as outlined in this report while the positive ones maximized as much as possible. This will ensure that, the operations of this project is smooth.

Based on the study it is concluded that the proposed project is viable and implementable. It should therefore be implemented on condition that the mitigation measures recommended for the few negative outcomes are implemented.
CHAPTER ONE:

INTRODUCTION

1.1. Type and background of Project

Rapid urbanization has left Migori Towns (Urban Centres) with huge unmet demand for critical infrastructure and basic services. This uncoordinated urbanization has led to massive expansion of overcrowded and impoverished informal settlements, constrained the productivity of businesses and negatively impacted the quality of life of residents.

World Bank in partnership with County Government of Migori and through the Department of Physical planning, lands and housing intends to upgrade urban centres within Migori County. This is through a Kenya Urban Support Development program that aims to facilitate a sustainable urbanization process through an integrated urban and regional planning management framework in Kenyan urban centers and towns. Aligned to that goal, the project identifies a series of investment programs to enhance urbanisation, infrastructure, connectivity, accessibility, safety and security.

Amongst these investment programs, is construction of Rongo Bus Park which comprise of shops/kiosks, management offices, passengers seats, street light, cabro floor, waste collection/transfer station and public toilets amongst other components.

1.2. Rationale of the study

The proponent of this project; County Government of Migori, through the Department of land, Housing and Physical Planning in compliance with the constitutional requirement commissioned this study. The study seeks to evaluate the potential and foreseeable impacts of the proposed project on the proposed site, the surrounding community, construction workers, the general public within the surrounding, Business men and women within Bus Park and the surrounding environment/ecosystem during its project cycle. It incorporates the potential environmental (physical, ecological and cultural/socio-economic) impacts and addresses them adequately at the inception (design) and operation stages of the project.
1.3. Project objective
The main objective of this project is to provide the public of Rongo and its Environ with a modern Bus Park that ensures a manageable, orderly, clean and safe environment in the transport sector. This is geared towards reducing poverty levels, facilitating the target people in increasing their income level for the purposes of improving their living standards, boosting economic growth of Rongo Township as a whole and improved urbanization in the area.

1.4. Objective of the feasibility study report
The main objective of the study is to identify environmental and social impacts associated with the proposed construction of Rongo Bus Park project and to recommend an appropriate management strategy for the project. The specific objectives include:-

- To analysis the role of the bus park in the Municipality and beyond
- To find out the financial and technical feasibility scope of the project
- To determine the compatibility of the proposed facility with the neighbouring land use.
- Carrying out an assessment of the state of the environment in the project area with a view to avoid environmental degradation and maintain the proper functioning of ecological systems during the project cycle;
- Identify and evaluate the significant environmental impacts of the proposed project
- Formulation and incorporation of Environmental and social Management and Monitoring Plan for this project to be implemented during project planning, construction, operation and decommissioning phases.

1.5. The scope of the study
The physical scope is limited to the proposed site and the immediate environment and also assess the viability of the project as may be affected by or may affect the proposed project. This is in reference to policy, legal and administrative framework, description of the proposed project, baseline information, assessments of the possible environmental impacts, on the biophysical, landscape, health & safety, land use compatibility, use of natural resources, socio-economic, proposition of alternatives, and development of Environmental and Social Management and Monitoring Plan (ESMMP) and compensatory measures that would mitigate the possible impacts on the environment.
The study is carried out to analyze the facts to establish such a bus park jointly with some roads costing an estimated at 164,756,963.30

The scope also covers the detail impact study of the bus park as it is close to the Main highway and the townships will really open up the Municipality.

1.6. Terms of Reference (TOR)
   i). Nature of project
   ii). The location of the project.
   iii). The activities that shall be undertaken during the project phases
   iv). The potential environmental impacts of the project and mitigation measures to be taken during and after the implementation of the project.
   v). An action plan for prevention and management of possible accidents during the project cycle.
   vi). A plan to ensure the health and safety of the workers and the neighbouring communities.
   vii). The economic and social impacts to local community and the county in general.
   viii). Examination of the project alternatives
   ix). The project budget
   x). Any other information that the proponent may be requested to provide by all relevant authorities.

1.7. Project ownership.
The project is being funded by the World Bank in collaboration with Migori County government through its department of lands, Housing and physical planning. Supervision, coordinated and monitoring of the project will take a multi-sectoral approach that will see to it that all relevant department both at the county and national level forms a team to ensure smooth implementation of the project. They will include:- NEMA, County department of environment, public works and roads, public health department, National Construction Authority (NCA), Physical planning, housing and lands department, department of trade, tourism and cooperatives, Local administration and any other that will be deemed necessary. The community will also be involved as employees, traders, matatu/bus operators, touts through the chamber of commerce and respective SACCOs /their management.
1.8. Methodology of study

The systematic investigative and reporting methodology specified for conducting Project Report (Legal Notice 101 of EMCA) was adopted in this study. Baseline data on project design was generated through discussion with the client and review of project documentation. Opinions formed were revalidated through field work entailing site investigations and interviews with potentially affected people and secondary stakeholders. The following was also undertaken:

i. Preliminary assessment of the site; where the experts toured the site and its neighbourhood to get a comprehensive site baseline data. This was collected through observation, photography, interview with neighbours orally and through questionnaires

ii. Analyzing the project design and the intended activities;

iii. Desk review (review of existing legal framework governing the implementation of the project, Project Design, Migori County Integrated Development Plan (CIDP), Rongo Integrated Urban Strategic Plan, various reports as well as unpublished material.

iv. Consultation and Public Participation: widely consulting with the local communities (neighbors to the project site and the general public) through oral interviews, fill in of questionnaires and meetings in order to get their views expectations and concerns. The findings were then analyzed and incorporated in this project report.

v. Data analyses.

vi. Preparation of the Study Report: This Feasibility study report was then prepared in accordance with the provisions of the constitution with reference to EMCA and other relevant regulations and laws of Kenya as indicated in the Legal framework.

vii. Compilation of the Project Report: The report was thereafter compiled.
CHAPTER TWO:

BASELINE INFORMATION ON THE STUDY AREA AND PROJECT

2.1. Geographical location:
The proposed Bus Park is to be implemented in Migori County, Rongo Sub County in Rongo Municipality. The site is part of Plot No Rongo Township / 128 that is owned by BAT but has so far been donated to Migori County Government for the development of Rongo Bus Park. The site is therefore adjacent to BAT Rongo Warehouses and opposite (to the north) of the Current Bus Park. It is on point latitude 0°45'31.19"S and Longitude 34°36'12.62"E while the current Bus Park is on latitude 0°45'33.04"S and Longitude 34°36'7.15"E.

2.2. Geology and soil
The Migori region is located on the southern part of the Nyanza rift, with the Nyanza system (2.8 - 3.1 Ga). There are also areas of Quaternary sediments in the area and the main rock types are clays, diatomite, and shale’s and silts. The plot lies on a stable underlying rock. The plot is therefore, well drained and provides an excellent location for the commercial developments.
2.3. Hydrological Systems
The project area is endowed with good hydrological system as underground water accessed by sinking a shallow well of as low as 40fts. There is no surface water body in the neighborhood of the project site other than Misadhi that is about 2km away. The site is a water logged area hence needs good drainage work.

2.4. Climate
The Rongo has a lowland equatorial climate. It receives an average of over 1,500mm of rainfall per year which is highly reliable. It has two rain seasons, long rains occur from February to June while the short rains occur from September to November. December and January are relatively dry months. The high altitude of the district is expected to lower temperatures. However, proximity of the equator raises the temperatures to a mean annual maximum temperature of 27°C in the lowlands and a minimum of 16°C. The annual maximum air temperature of the highlands is 24°C with a mean annual minimum of 14°C. The coldest seasons are experienced in late June, July and August. The high and reliable rainfall, coupled with moderate temperature is suitable for growing of crops such as sugarcane maiz, beans, finger millet, potatoes, bananas and groundnuts.

2.5. Topography
The proposed project site is on a gentle slope to the North West (highest altitude 1487m.a.s.l. & lowest Altitude 1484M a.s.l.).

2.6. Land Use
Owing to the changing land use pattern, the most parts of the neighborhood are currently characterized by commercial (urban development) and residential developments.

2.7. Biological Environment (Flora and Fauna) and Sensitive Ecosystems
The proposed only has only grass, trees and hedges on it. Fauna of the area comprise many varieties of domesticated animals like cattle, sheep, goats, birds, cat, and dogs among others. However, it should be noted that, the number and diversity of animals within the project area is limited, obviously as a result of change in land use. The project area has no fauna on it. The proposed site is within town centre hence not within or neighbors any sensitive ecosystem.
2.8. Infrastructure

i). Roads
The proposed site is well served with roads; it is along Rongo – Kisii and Rongo – Riosir roads. It also has service lanes adjacent to it.

ii). Energy supply
The area and the site are served by KPLC for electricity supply hence the Bus Park will be connected to the KPLC power line.

iii). Water
The project area is served with shallow wells, water springs and water line in the area. For construction work, water will be sourced from a nearby river by water tanker while during operational phase; the Bus Park will be connected to Public water line.

iv). Fire service
Migori County has no fire brigade department hence, important that internal firefighting equipment be installed in all the vulnerable business/industrial facilities that are developed. More often than not, lack of adequate water supply during a fire outbreak has resulted in extensive fire damages. This will apply to this project.

2.9. Social Characteristics
There is evidence of ethnic heterogeneity, as the entire area has been inhabited by both locals and upcountry people. Therefore, there is maximum mixing between ethnic groups in the study area though, the Luo community is the majority. All denominations of faith are represented around the project area.

2.10. Land Tenure Systems
The project site; land parcel No Rongo / Township / 128 is under lease hold tenure system. The land belongs to British American Tobacco who has donated part of the plot to the county government of Migori for the purposes of developing the Bus Park. Sub-division and transfer processes are ongoing.
2.11. Sewer system
Connection to a main sewer line will solve the waste water management issue at a very minimal cost and in an environmental efficient manner. Currently this option is not possible since Rongo and Migori County as a whole has no sewer services. The project will comprise a septic system to manage liquid waste from the toilet.

2.12. Waste Management
The project is located in an area served by the Migori County government and private waste collectors for management of waste.

2.13 Institutional Arrangements Relevant to the Project
The main institutions relevant to the proposed development are summarized in the table below. The summary includes the name of the institution, envisioned role (s) in the project cycle and the project phase required.

<table>
<thead>
<tr>
<th>Institution</th>
<th>Role in the proposed project</th>
<th>Project phase required</th>
</tr>
</thead>
<tbody>
<tr>
<td>World bank</td>
<td>Funding of the project and also ensures that the safeguard measures are adhered to</td>
<td>Planning and construction phases</td>
</tr>
<tr>
<td>National Environmental Authority(NEMA)</td>
<td>Issuance of EIA license, Monitoring for Management compliance with regulations, such as waste management, water quality and noise pollution control.</td>
<td>Implementation, Operation, and Decommissioning</td>
</tr>
<tr>
<td>Water resource management Authority (WRA)</td>
<td>It ensures protection, conservation and management of water resources</td>
<td>Implementation, Operation, and Decommissioning</td>
</tr>
<tr>
<td>Directorate of Occupational Health and Safety</td>
<td>• Ensure safety of the project to construction workers, and the users during its operation,</td>
<td>Construction operational and decommissioning phases</td>
</tr>
</tbody>
</table>
2.14. Project Cost
The project is estimated to cost about 40 million.
CHAPTER THREE:
PROJECT ALTERNATIVES AND UNCERTAINTY

3.1. Introduction
This Chapter looks at the project alternatives in terms of site, design alternatives, materials and technology scale.

3.2. Project Alternative
Migori county government has no alternative to this project except not implementing the project since the provision of a bus park is so urgent to the residents as the current one is small leading to traffic congestion and conflict around it and tickling to the whole municipality.

3.3. Relocation Option
The relocation option to a different site is an option available. The 1st option was to undertake the project on the current bus park but it was deemed small hence a need for an alternative site. The second option (preferred) is the current site. The site is bigger, easily accessible, will not require relocation of traders or anyone, It is not under any dispute as it has legally been allocated to the county government for purposes of establishment of the Bus park. Demerit of this site is that environmental impact will be much higher than the current site in that it has many trees than the current bus park.

Getting another site that can accommodate the proposed project may not be easy and does not bit the logic. The proposed activity will not affect the surrounding community and environment if all the mitigation measures proposed in this report are ensured.

3.4. Without the project” scenario
The selection of “without the project” alternative would mean the discontinuation of project proposal and result in the Bus Park being retained in its existing form. As such, this alternative is likely to have the greatest implications on the socioeconomic environment of the area and surrounding communities.
The Bus Park is anticipated to open up the area, provide opportunities for employment, benefits associated with the Bus Park and potentially significant business opportunities to spring up as a result of the project. These benefits would be foregone if the proposed project is not undertaken.

3.5. Analysis of Alternative Construction Materials and Technology

i). Structures and materials

The proposed project will be constructed using modern, locally and internationally accepted materials to achieve public health, safety, security and environmental aesthetic requirements. Equipment that saves energy and water will be given first priority without compromising on cost or availability factors. The bus park will be made using locally sourced stones, cement, sand (washed and clean) and other materials that meet the Kenya Bureau of Standards requirements.

The alternative technologies available include the conventional concrete, prefabricated concrete panels, or even temporary structures. These may not be desirable from a cost and durability perspective. The technology to be adopted will be the most economical and one sensitive to the environment. This will be as advised by the engineer and as per the proponent and public expectation.

ii). Liquid waste management

**Alternative one: Use of ventilated pit latrines**

This is one of the powerful tools/methods used in raising the quality of life and health standards of local communities in developing countries. It is simple to construct and use, does not require water, and is non-water borne). However, it can pollute ground waters where water table is relatively high. A septic tank would therefore be the better option.

**Alternative two: Use of septic tanks**

This involves the construction of underground concrete-made tanks to store the sludge with soak pits. It is expensive to construct and regular emptying in large discharge points. However, the consultant has recommended for its construction for holding the sludge, which can be regularly removed and disposed of appropriately. This renders it less likely to pollute underground waters. It will not have a soak pit as the sludge will be exhausted by an exhauster truck. However its management is hard in terms of sanitation and water reliability.
ii). Solid Waste Management Alternatives

An integrated solid waste management system is recommendable. First, the proponent will give priority to reduction at source of the materials. This option will demand a solid waste management awareness program in the management and the staff. Recycling and reuse options of the waste will be the second alternative in priority. This will call for a source separation program to be put in place. The third priority in the hierarchy of options is combustion of the waste that is not recyclable. Finally, the proponent will need to establish agreement with the County government or a private waste collector to ensure regular waste removal and disposal in an environmentally-friendly manner. In this regard, a NEMA registered solid waste handler would have to be engaged. Alternatively, the contractor could develop a solid waste management plan which could be approved by the client. This is the most practical and feasible option for solid waste management considering the delineated options.

During operation, all vendors, kiosks, offices and any other facility within the bus park will have own waste bins while the government will provide waste receptacle or construct a refuse point. Collection transportation of the waste will either by the county government which is the first option and first priority or contracted to a private company.
CHAPTER FOUR:

STAKEHOLDERSPUBLIC PARTICIPATION FINDINGS

4.1. Introduction
Stakeholder Engagement and Public Participation Process is an integral aspect of successful decision making in the ESIA processes for major developments. Public participation is a key requirement as stipulated in Article 69 Section 1 of the Kenyan Constitution, 2010, Environmental Management and Coordination Act (EMCA), Cap 387, Section 3 of the EIA/EIA regulations, 2003 and Section 87 & 113 of the County Governments Act, 2012. Stakeholder Engagement and Public Participation is also necessary for Category ‘B’ projects provided under World Bank Safeguards Policies. OP/BP 4.01 Environment Assessment requires stakeholder engagement of project affected persons (PAPs) in the preparation/designing and implementation of World Bank financed projects.

4.2. Objective
Stakeholder Engagement and Public Participation Process is an important process through which stakeholders including beneficiaries and members of public living in project areas are given an opportunity to contribute to the overall project design by making recommendations and raising concerns on the projects before it is implemented. In addition, the process creates a sense of responsibility, commitment and local ownership for smooth implementation.

4.3. Methodology used
For this project, the first consultation took place between the EIA expert and the proponent. The issues discussed in this first consultative meeting include: - project location, project site, scope of work and project, project designs.

Second consultation took place between the expert and the lead agencies; physical planning, environment, survey and trade departments.

Third consultation took place between the department and members of the public of Rongo Municipality. More so transport sector and those neighbouring the proposed project site.
4.4. Findings
From the discussion with key stakeholders and analysis of the questionnaire administered, it was found that the public are for the project as no one objected to its implementation. In support of their acceptance of the project they noted that the project will:

• Promote economic development and urbanization of Rongo Municipality
• It will boost economic growth of the area
• Create source of income for many people including boosting of business
• Improve on the security in the area;
• Creating job opportunities by employing locals during construction works, cleaners and other Bus Park employees during operational phase,
• Creating business opportunities to different businesses who will be selling their materials and goods to the project including food vendors
• This project will provide the public of Rongo with a modern Bus Park that ensures a clean, secure orderly and well managed transport terminal services.
• It will boost availability of kiosk/stalls that will provide more business space for more people.
• The project will boost development of the area as a number of investors will move in to put up business premises so that they are associated with the Bus Park businesswise.
• The respondents noted that the construction of the bus park will improve the aesthetic value of the municipality.
• The proposed project will bring order at the Bus Park thus easing congestion and improving efficiency.
• The improved amenities within the new bus park will provide a suitable environment for bus park operations.
• The bus park will comprise of streetlights which will enhance security of the area.
There will be no displacement of vendors at the current Bus Park. This is because the project site has no active human activity.

However, they were concerned that:

- Trees on site will be cleared hence reducing tree cover;
- Construction work will lead to generation of noise, dust and waste during construction phase hence interference with the current quite environment.

They recommended that:

- Those who occupy the current bus park to be given priority in the occupation and allocation of Kiosks once the project is done;
- Those who evicted and their properties destroyed to be given 1st priority in acquiring new kiosks that will be constructed at the new bus park.
- Those who will be evicted (those who are along the walls of the new project site; along road reserve) to be relocated to the current bus park as it will be vacant.
- Measures to be put in place to mitigate the noise and to ensure good practices in waste management;
- Construction works to be done without delay and completed in good time

It was also found that the project is a potential source of:

v. Lose of vegetation through clearing of trees on site;

vi. Eviction and relocation of a few traders along the road adjacent to the project site.

vii. Air and water pollution as a result of excavated loose soil,

viii. Disturbance of soil profile and structure also during excavation works.

x. Degradation of the environment during acquisition of building materials like building stones, ballast, sand, timber
xi. Noise and vibration,

xii. Air pollution from dust and exhaust emissions,

xiii. Risk of accident and injuries to workers and neighboring communities,

xiv. Generation of construction waste /debris;

While during operational phase, the project is a potential source of;

v. Municipal wastes (solid waste)

vi. Liquid waste; sewage from toilets and waste water from general cleaning

vii. Fire outbreak hence destruction of properties and lives

viii. Noise generation hence disturbance to the neighbourhood

ix. Public health concerns

x. Mushroooming of road side kiosk hence nuisance and reduced aesthetic value of the area

xi. Increased energy use

xii. Risks of Fire out break
CHAPTER FIVE:

CONCLUSION

As a requirement of the constitution, EMCA-Cap 387 and its subsidiary Environmental impact Assessment and environmental Audit and all other relevant requirements on such projects, the department has prepared a feasibility study report for the proposed Rongo Bus Park.

The analysis of the questionnaires and the interviews showed that the neighborhood and relevant stakeholders appreciated the project and had no objections on its implementation. They also had no major critical issues other than the aforementioned.

The report has identified positive and negative impacts associated with the life cycle of this project both to the public and the physical and biological environment of the project area. The report has gone further and proposed an adequate Environmental Management and Monitoring Plan to be implemented by various stakeholders during the projects Life cycle which is not static as allowance are given for changes.

The analysis of the questionnaires and the interviews showed that the neighborhood and relevant stakeholders appreciated the project and had no objections on its implementation. They also had no major critical issues other than the aforementioned.

Even though they were aware of the possible negative impacts of the project, they endorsed the project for implementation on the assumption that their concerns will be taken into account during the project cycle. However they noted that it is important for the project be implemented and completed in good time without delay.

Proponent is committed to putting in place measures to mitigate the negative environmental, safety, health and social impacts associated with the life cycle of the project as outlined in the report in addition to adhering to all relevant National, County and International Environmental, Health and Safety Standards, Policies and Regulations that Govern establishment and operation of the bus park.
Contractor will ensure that any unforeseen secondary effects to the neighboring plots and the site are addressed immediately before any social conflict issues arise from the community residents. Integration of the project to the social framework of the surrounding society will contribute towards the project being considered as part of the entire society;

The report therefore concludes that the negative environmental impacts that will result from establishment of the project can be mitigated while the positive ones maximized as much as possible hence ensuring that the facility operations are environmentally friendly. It is from these findings that the project team is for the opinion that the project be licensed for implementation as it will be beneficial to the community of Rongo, Migori County and the region as a whole.