

THE HUMAN DIMENSION

POPULATION

The estimated population of Kenya in 1992 was 25.3 million and this is expected to rise to 32.8 million by the year 2000. This is an annual growth rate of 4.2% which is among the highest in the world. The population density for the country as a whole is 44 persons/km². In Mombasa, the density is 280 persons/km². However, in other parts of the Coast such as Lamu it is less than 10 persons/km².



Figure 24 : Giriama elder, Lamu

The population in coastal urban agglomerations has been growing just as fast, if not faster than, the rest of the country. In 1980, the coastal population was below 0.5 million (489,000). By 1992 it had reached 1.64 million and by the turn of the century the Coast is expected to have a population exceeding 2 million.

In very broad terms, the people of the Coast can be said to belong to three tribal groupings - the Mijikenda peoples settled mainly in the hilltop areas; the Pokomo speakers along the lower Tana River; and the Swahili, dispersed in coastal towns and villages. The people of Kenya's Coastal Province have been mixing, trading and intermarrying both among themselves and with overseas immigrants for hundreds of years. The first traders on the East African Coast appear to have been Arabs from the Persian Gulf who sailed south along the coast during the northeast monsoon, sailing home again with the southwest monsoon. At this time the Swahili people were already a major economic force in the Indian Ocean trade and its relations with the African continent. Not only were they the caravan leaders to the interior of Africa, but they also acted as cultural and commercial

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go between and suppliers to the outside world of items from the interior. These products were usually related to wild animals such as the tusks of elephants or the feathers of ostriches.

By the 12th Century, some substantial settlements had developed mainly on islands such as Lamu, Manda, Pemba and Zanzibar. By the end of the 15th Century, Mombasa, Malindi and Pate (in the Lamu Archipelago) were all substantial towns with mainly Arab inhabitants but also with significant numbers of African labourers. At this time, Mombasa was already an important settlement for the Shirazis from Persia.

The first Europeans, the Portuguese, arrived in 1498 and by 1506 they had gained control of the entire coast. They fortified the towns and built defences such as Fort Jesus in Mombasa. However, there were many local uprisings during the 17th Century and the Portuguese were finally defeated in 1698 and Fort Jesus taken with the help of the Sultans of Oman.

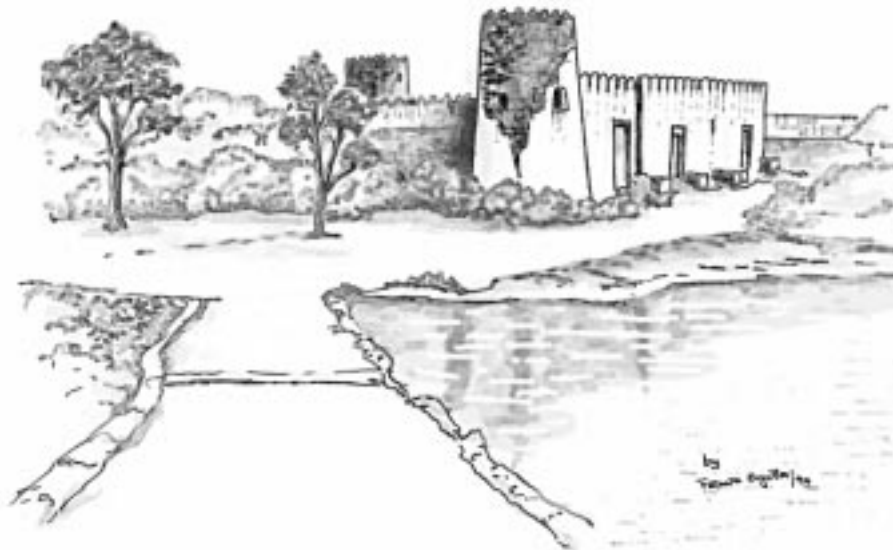


Figure 25 : Siyu Fort, Siyu Town, Pate Island, built by the Omani Sultan of Zanzibar in the 19th century

The Omani dynasties flourished and Mombasa and Pate rose to pre-eminence on the Coast even though both were defeated by Lamu in 1810. During this period of Omani rule the slave trade was at its peak. Economic activity also increased and attracted the first Indian and European traders into the area. Trade agreements were signed with the Americans, the British and the French, and exports to India also flourished with ivory, cloves, hides and coconut oil being the most important. In 1840 the Sultan of Oman transferred his capital from Muscat to Zanzibar and a treaty was signed which banned the export of slaves to the Middle East.

The British East Africa Company took over administration of the interior but left a 10 mile coastal corridor under the administration of the Sultan. This was leased from him in 1887. In 1920 the coastal strip became the British Protectorate, in contrast with the rest of the country which had become a fully fledged British colony. During the protectorate years the British confirmed Mombasa's status as East Africa's most important seaport by constructing the railway from Mombasa



Figure 26 : Market scene, Mombasa

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to Uganda. The railway was completed in 1901 and can be considered as one of the historical chain of events which have contributed to Mombasa's pre-eminence as a trading centre, and a population focus for the Coast.

Mombasa especially, but the whole Coast in general, has continued to flourish and grow. This growth has been neither planned nor rational. Only recently, have attempts been made to rationalize the process of urban growth and to improve the municipal infrastructure. Most of the housing in Mombasa is of the local, Swahili type although more space intensive buildings are found in older neighbourhoods on the island. Unplanned housing areas occur all around on the mainland, which is where future growth is expected to be accommodated. Plans are afoot to upgrade and expand the existing public infrastructure such as sewerage, water supply and solid waste management. In the absence of upgraded infrastructure, the potential for coastal water pollution and unsanitary conditions in Mombasa is great.

However, Mombasa is not alone in experiencing the problems associated with rapid growth. The town of Malindi is also going through rapid population growth as a result of the expansion of tourism. Increased demands and popularity have resulted in an upsurge in employment in the tourism sector and associated services such as handicrafts. This growth has severely stretched the ability of local authorities and the private sector to provide adequate housing, municipal infrastructure and public services.



Figure 27 : Old Town, Mombasa

THE COAST ECONOMY

The economic foundations of urban life in Mombasa, Malindi and other population centres on the Coast are maritime commerce, large industrial and energy facilities, small workshops and tourism, not necessarily in that order. As the numbers of permanent residents and visitors continue to increase, retail trade and the service sector can also be expected to make an increasing contribution to the Coast urban economy.

For the rest of Coast Province, outside urban centres of population, economic activity centres around primary production (including agriculture, livestock production, horticulture, fisheries, and forestry), artisanal activities (such as boat building, furniture making and handicrafts) and a significant informal sector with activities ranging from mobile fruit and vegetable vendors to stationary jua kali with tin smiths, shoe shines and repairers, hair saloons, garages and second-hand clothing dealers being the most common.



Figure 28 : Fishing boats, Mombasa

INFRASTRUCTURE AND UTILITIES

Domestic Water Supply and Sewerage Services

Nearly 50% of households at the Coast are connected to a reticulated water supply, whereas the national figure is only just over 40%. The number of connected households is highest on Mombasa Island with nearly 20,000. This is followed by Mombasa mainland where nearly 13,000 are connected and fewer household numbers for the other centres making a total of over 45,000 households connected to a reticulated water supply in Coast Province.

The water demand is estimated at 190,000m³/day during the low season and 210,000m³/day during the high tourist season. Despite a number of major sources being fully operational, there is a shortage of water due to the high demands arising from the growth in population and industry. Consequently, private and communal boreholes are quite common supplementary sources of water.

Over 65% of the coast population is served by pit latrines. Around 6% have a water closet and a mere 2% have a flush toilet. Over 25% have no provision for domestic wastewater whatsoever. These data contrast somewhat with national averages where 6% have a flush toilet and only 16% have no provision for sewage whatsoever.



Figure 29 : View of Fort Jesus, Mombasa Island

Roads

Most of the roads in the Mombasa District converge on the city due to its importance as an industrial and commercial centre. The district is relatively well-served by both classified and unclassified roads, although the network is not equally distributed with many of the roads being concentrated on the Mombasa/West Mainland axis. This has left the north/south mainland areas with few vehicular roads and this has been a contributing factor in the relative underdevelopment of these parts.

The Kwale District has probably the densest road network on the Coast outside Mombasa District. However, the district is divided into two unequal parts by the Lunga Lunga - Kihangu Silaloni road with one third lying to the western side and being served by unclassified roads. The remaining two-thirds lying on the eastern side are well served by classified roads being more densely populated and economically more significant.

The road network in Kilifi District is composed mainly of unclassified roads nearly all of which are impassable during the wet season. Tana River, Lamu and Taita Taveta districts have few tarmac surfaced roads the majority of which are usable only in the dry season.

It has been estimated that nearly 75% of all goods imported and exported through the Port of Mombasa are conveyed by road, underlining the critical importance of this means of transport. The main exception to this is the oil products pipeline between Mombasa and Nairobi which handles a range of products from the Mombasa refinery which used to be transported by road.

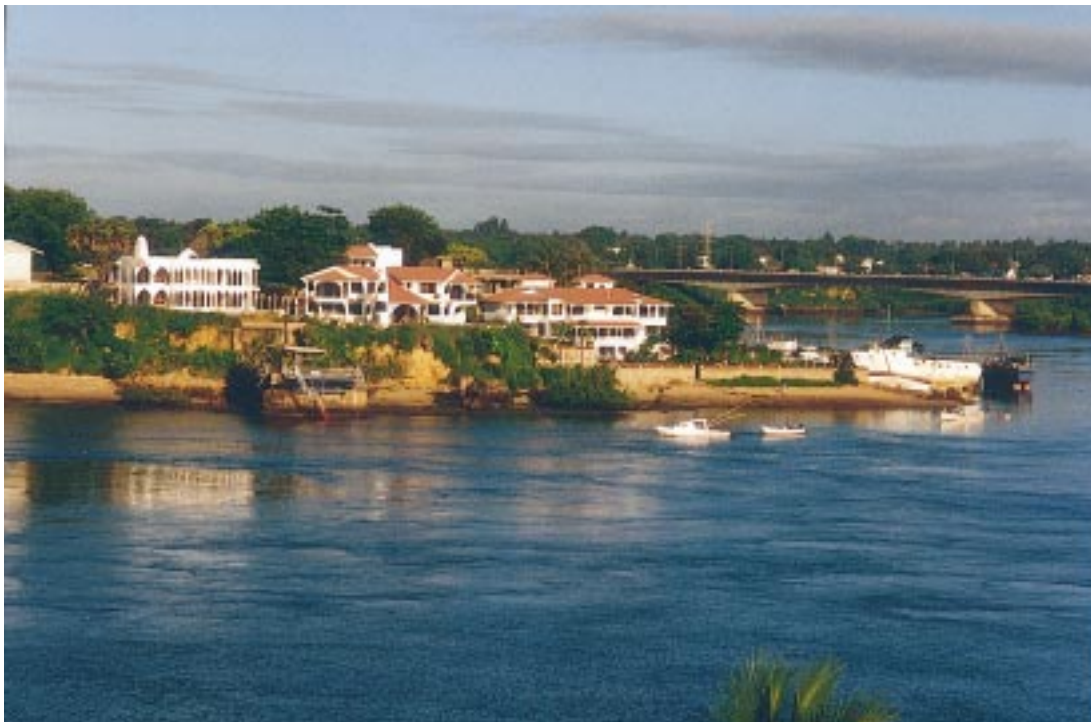


Figure 30 : View of causeway with Mombasa Yacht Club in foreground

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Rail Transport

Rail transport between the Coast and the upcountry regions is still very important in the carriage of both passengers and freight. The main railway line between Mombasa and Nairobi branches at Voi to connect with Taveta township. Kenya Railways has large marshalling yards and depots at Mombasa and lines extend from this into the industrial area and the port warehouses.

Airports

Moi International Airport in Mombasa is the main airport for the Coast. It is served by the national airline, Kenya Airways, as well as a number of overseas airlines and can handle all types of passenger airliners currently in use. There are frequent flights every day between Mombasa and Nairobi. There are also less frequent flights between Mombasa and other, smaller, centres such as Malindi and Lamu which have small airstrips and are served mainly by local airlines.

Malindi is the only other airport on the Coast apart from Moi International Airport with tarmac runways and a terminal building and it can take medium sized aircraft. However, there are numerous airstrips of various standards around the Coast capable of taking light aircraft. The main third-level airstrips are at Kilifi and the Mnarani Club in Kilifi District; Kiunga, Mokowe, Manda and Witu in Lamu District; MacKinnon Road, Ramisi, Diani, Shimba Hills National Reserve and Wasini Island in Kwale District; Taveta, Mwatate, Voi, Mtito Andei, Kilanguni and Aruba in Taita-Taveta District; and, Garissa, Galole and Garsen in Tana River District.



Figure 31 : The Likoni Ferry provides a vital link for commuters and commerce to and from Mombasa Island