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Kismayo Urban Profile

Working Paper and Spatial Analyses for Urban Planning



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1. Introduction

The **Jubaland State Ministry of Public Works, Reconstruction and Housing (MPWRH)** has prepared this Urban Profile to summarise analyses and data collected across different systems, sectors and key actors from the spatial perspective in an attempt to contribute in an effective way to develop a shared understanding of the complexity of urban crisis in the context of Kismayo.

The document builds upon the Kismayo Urban Profile prepared by UN-Habitat with the support of local government and various stakeholders in 2017, within the framework of the Midnimo (Unity) Project.

This is not however a mere update, but intends to constitute an example of a second phase for data compilation and data management for improved coordination in the area of urban planning and management in Jubaland State and Somalia at large. This second phase follows the advances of local and state administration and recognises the lead of the government in facilitating and steering local urban development planning.

Jubaland State in collaboration with UN-Habitat has been undertaking a series of steps towards a balanced urban development and the formalisation of planning processes.

MPWRH is the responsible line ministry to deal with urban planning, formulating policies and regulations and providing technical support to the national and local governments on public infrastructure and urban management.

Within the **UN Joint Program on Local Governance and Decentralized Service Delivery for Somalia (JPLG)**, MPWRH staff has been trained and technically supported by UN-Habitat as a first step in laying the foundation for the establishment of functional urban development department able to cope with the tremendous urban development challenges of the state.

This second phase provides several opportunities for upscaling urban planning governance at

different levels, in line with UN-Habitat's strategy for Urban Profiling in Somalia (figure 1).¹

First, a government-led profiling process will help in enlarging the number of the cities analysed, developing an open database of comparable, relevant and reliable information on urban centres in Somalia. Data form an essential part of evidence-based planning, with indicators serving as an interface between policies and data to show policy makers how and where they should target their efforts. Collecting data is a first step in a process that should lead to integrated data management along all stages of the integrated urban planning processes, from assessment, citizen engagement to monitoring.

Second, enhancing the capacities of the Ministry of Public Works – mandated to oversee urban planning procedures – with a strong link to local administrations – in charge of developing urban plans - is a necessary step towards representation and ownership of collected data and resulting city assessments, strategies and plans, and could result in improving the quality, acceptance, and effectiveness of projects and proposals.

Third, the process has been enhanced, strengthened and refined, after an evaluation of the previous profiles in dialogue with local authorities and ministerial technical staff. On one side, this moved towards the identification of the key focus areas that are globally relevant to the urban sustainability agenda, with clear reference to the Sustainable Development Goals in the attempt to advance Somalia in the path towards the agenda 2030. On the other side, thematic areas were more deeply contextualized, identifying key capabilities and critical sustainability gaps. This way, profiling would become a process of dynamic, continuous self-analysis, enabling cities to respond to emerging global and local trends, events, challenges, and opportunities.

The profile has broader scope, compared to the previous one, and illustrated more in depth growth patterns and settlement dynamics linking them to the demands of the various communities living in town (including returnees, IDPs and host community), and contextualize

¹ UN-Habitat, Manual for Urban Profiling in Somalia, 2020

them within the new policy framework of the State.

It is hoped that, together with the necessary public discussion on Kismayo's future

development, this profile will facilitate decision making by state and district authorities and coordination with international and local stakeholders.

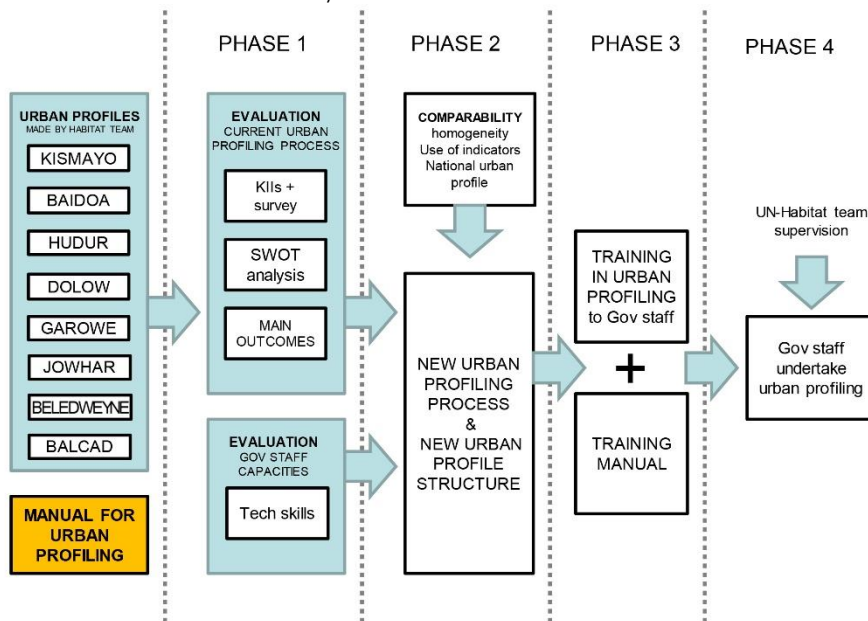


Figure 1 UN-Habitat's Urban Profiling strategy for Somalia

Hordhac

Wasaaradda Hawlaha Guud iyo Guriyeynta ee dowlad Goboleedka Jubaland , ayaa u diyaarisay warbixinta sooyaalka magaalada si loo soo koobo falanqeynta iyo xogta laga soo ururriyey nidaamyada kala duwan, waaxyada iyo matalayaasha (Jilayaasha) muhiimka ah ee ka soo jeeda aragtida guud ee isku dayada in ay gacan kageystaan qaab wax ku ool ah oo lagu hormarinayo fahamka la wadaago ee kakanaanta (adkaanshaha) dhibaatooyinka magaalawga ee Kismayo u gaarka ah.

Warbixinatani waxay tixraacaysaa sooyaalka xogta magaalada ee ay hore u diyaarisay UN-Habitat iyadoo lala kaashanayo dawlada hoose iyo daneeyaasha kala duwan sanadkii 2017, iyadoo la raacayo qaab dhismeedka mashruuca Midnimo (Midnimo Project).

Warbixintani kaliya maaha tu hore oo wax lagu kordhiyey ee laakiin waxay tusaale u tahay qaabka loo galayo wajiga labaad ee xog ururrinta iyo iskuduwida dhinacyada qorshaynta iyo maamulka magaalooyinka ee dawladd-goboleedka Jubaland iyo guud ahaan

Soomaaliya. Wajigan labaad wuxuu tixgalinayaa horumarka laga sameeyey maamulada maxalliga ah wuxuuna aqoonsan yahay kaalinta hgaamineed ee dawladda, gaar ahaan waafaqsan yahay goboleedyada wuxuuna aqoonsanyahay hogaaminta dawladda ee dhinacyada fududeynta iyo hagida qorshaha hurmarinta magaalooyinka maxalliga ah.

Dowlad Goboleedka Jubaland oo kaashanaya UN-Habitat waxay qaadayaan tillaabooyin taxane ah oo ku wajahan isugeynta magaalooyinka iyo sameynta geedi socodka qorsheynta.

Wasaaradda Hawlaha Guud iyo Guriyeynta ayaa u xilsaaran qorsheynta magaalooyinka, sameynta siyaasadaha iyo xeerarka iyo siinta dawladda hoose iyo hay'adaha kale ee xukuumiga ahba taageero farsamo ee dhinacyada kaabayaasha bulshada iyo maareynta magaalooyinka.

Barnaamijka wadajirka ah ee Qaramadda Midoobay ee kusaabsan maamul baahinta iyo adeegbixinta ee (JPLG), waxa uu tababaray wshaqaalaha Wasaaradda Hawlaha Guud iyo Guriyeynta, tani oo qayb ka ah talaabada

koowaad ee sal u dhigida awoodda qorshaynta iyo horumarinta magaalooyink si loola tacaalo caqabadaha waaweyn ee ku gedaaman horumarinta magaalooyinka dowlad-goboleedka

Wejigan labaad wuxuu bixinayaa fursado dhowr ah oo kor loogu qaadayo maamulka qorsheynta magaalooyinka ee heerar kala duwan, iyadoo la racayo istiraatiijiyadda UN-Habitat ee qorshe u samaynta magaalooyinka Soomaaliya (Fiiri jaantuska 1aad).

Ugu horeyn, hannaanka ay dowladu hogaamineyso waxa uu gacan ka geysanayaa balaarinta tirada magaalooyinka la falanqeeyey, sameynta xog furan oo la isbarbardhigi karo, la iskuna halleyn karo, taasi oo ku saabsan xarumaha magaalooyinka ee Soomaliya. Xogtu waxay qaabeysaa qayb muhiim ah oo kamid ah qorsheynta ku saleysan xaqiiqada, taasi oo tilmaamayaasha loo adeegsado qaab u dhexeeya siyaasadaha iyo xogta si siyaasad dejiyayaashu ay u arkaan halka ay tahay inay tamarta dul dhigaan. Ururinta xogtu waa talaabada ugu horeysa ee geedisocod horseedi kara maareyn xog isku dhafan oo heerwalba oo qorshaynta magaalooyinka ah, laga soo bilaabo qiimeynta, ka qeybgalka muwaadininiinta ilaa dabagalka iyo kormeerka.

Tan labaad, kor u qaadida awooda Wasaaradda Hawlaha Guud iyo Guriyeynta oo loo xilsaarey kormeerka habraaca qorsheynta magaalooyinka, oo xiriir adag la leh maamuladda maxalliga ah, ayadoo mas'uulna ka ah hormarinta qorsheyaasha magaalooyinka, waxay tallaabo wanaagsan oo lagama maarmaan ah u tahay wakiilnimadda iyo lahaanshaha xog uruurinta iyo qiimeynta magaalada, istiraatiyaddaha iyo qorshayaasha horseedi kara hagaajinta tayadda, aqbalaada iyo hufnaanta mashaariicda iyo soo jeedimaha.

Tan saddexaad geedisocodkan la adeegsaday waa la wanaajiyey, xoojiyey lana cusbooneysiisay, kadib markii la qiimeeyey xogtii hore ee waddahadallada la la yeeshay maamulada maxalliga ah iyo shaqaalaha farsmadda ee wasaaradda. Dhinac marka laga eego, tani waxay dhiirigalisay aqoonsashada meelaha ugu muhiimsan ee diiradda in la saaro ay tahay iyada oo la adeegsanayo qaabaka caalamiga ah ee laxiriira ajandaha waaritaanka

magaalada, isla markaana si cad loo tixraacayo yoolalka hormarinta ee iskudeyga ah in lagu horumariyo Soomaaliya oo loo maro ajendaha 2030. Dhinaca kale, aaggaga mudnaanta leh ayaa si qotodheer loo gorfeeyey iyada oo lagu fadhiisanayo xaaladda dalka, lana tilmaamayo meelaha awoodda ama nusqaantu ku jirto. Qorshaynta qaabkan ahi waxay suurtagalinaysaa nidaam isbeddel ogol, firfircoon, isfahan dhallinaya, isla markaanna magaalooyinka u ogolaanaysa inay ka jawaabaan isbeddelada adduunka iyo kuwa maxalliga ah ba.

Daraasadanni way ka ballaadhan tahay kuwii hore, waxaanay si qoto dheer u dhuxaysaa waxyaabaha lamahurraanka u ah fiditaanka mustaqbal ee Kismayo, isaga oo ku xidhaya mudnaanaha kala duwan ee bulshada magaaladda (dadka soo noqday, kuwa martigalinaya iyo danyarta iwm). Qorshahani waxa uu u suurtagalinayaa mas'uuliyiinta heer gobol iyo degmo go'aan qaadashada iyo xiriirinta daneeyaasha hay'adaha caalamiga iyo kuwa maxalliga ahba.



Figure 2 Kismayo regional context

2. Kismayo City Information

2.1 Location and Regional Context

Kismayo is the third largest city in Somalia and the capital of both the Lower Juba region and the Jubaland state. The city is located on the coast of the Indian Ocean near the mouth of the Juba River approximately 500km southwest of Mogadishu.

The port city is of not only regional but also national strategic significance as it lies halfway between Mogadishu and the Kenyan border. For a long time Kismayo has derived its importance from this fact. In the past, it possessed the only well-protected roadstead between Mogadishu and Lamu, and thus merchandise designed for the inland towns and

southern Italian Somalia passed through its port . To date, its location makes it the commercial hub of the Jubaland region and southern Somalia. It provides an avenue of import and export trade.

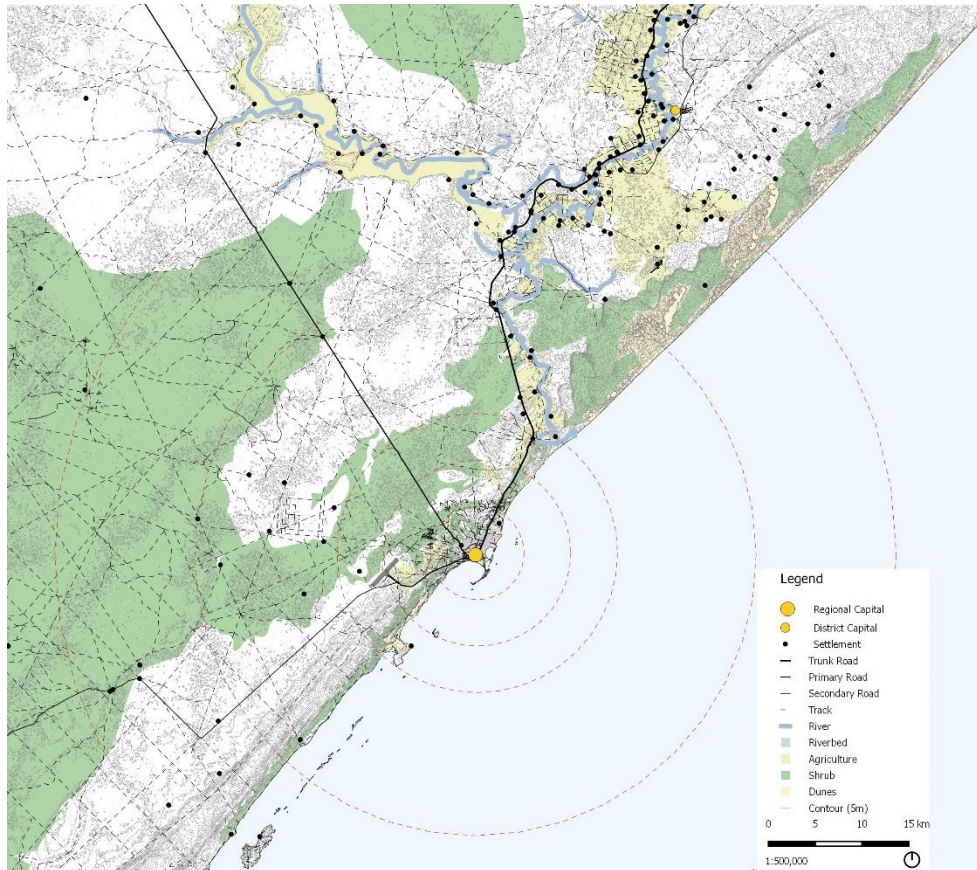


Figure 3 Kismayo hinterland

2.2 Governance and Administration

The current Jubaland State of Somalia is a newly created state of the Federal Government of Somalia (Somalia) and it consists of the pre-war regions of Gedo, Middle Juba and Lower Juba. The state is headed by the Regional President and is composed of the Jubaland Central Government and Regional and District Administrations.

The local government of Kismayo is fairly new and consists of a District Commissioner who is appointed by the president. The commissioner appoints their subordinates to head different areas under the cognizance of the district administration such as security, sanitation and hygiene forming the local government.²

Administratively, Kismayo Town is divided into five urban villages:

- Farjano: North-East
- Fanoole: South
- Shaqaalaha: North-west
- Guulwade: North
- Calanley: West

The government's role is outlined in the state's Interim Charter which after the Shari'a, is the supreme law of the land. The Charter provides a framework of governance and institutionalization of key services with consideration for traditional systems by making a provision (article 32) for the Council of Traditional Elders who act as government advisors and arbitrators of communal disputes.³

Local and international non-governmental organizations (NGOs), International Development partners and civic groups also play a key role in supporting the government.

² Observatory of Conflict and Violence Prevention (OCVP), Kismayo district Conflict and Security Assessment Report, February 2015

³ Draft Interim Charter of the State Government of Jubaland, March 2013

2.3 History

The Kismayo area was originally a small fishing settlement. During the Middle Ages, the region was under the rule of the influential Ajuran Sultanate.

In the latter half of the 19th century, northern Somali pastoralists settled in Kismayo's interior joining the population already present. The subsequent tensions were only put down by the Sultanate of Zanzibar at the beginning of 1870. The town subsequently evolved into a major hub of the livestock trade.

In the 1896 the British administration created the Jubaland Region, which included the land between the Juba River and the Tana River, as part of the British East Africa.

Under the Pact of London, the city and its territory was ceded to Italy and was officially annexed to Italian Somalia along with its territory in 1926.

After the independence of Somalia in 1960, the old port facilities were modernized, boosting export in the region. Under Siad Barre a large meat processing plant was established in town. This economic development attracted many migrants seeking job opportunities.

Following the breakdown of central authority that accompanied the civil war in 1991, various local militias fought for control of the city. The strategic importance of the port, the fertility of the Juba region and the great clan diversity contributed to decades of fragility and conflict.

Peacekeepers reached Kismayo in early 1993 but had to leave before the end of 1994. Jubaland was briefly declared independent in 1998, and later renamed Juba Valley Alliance (JVA) after a new political change in 2001. In the same year, 11-member inter-clan council decided to ally the JVA with the newly forming Transitional National Government.

In 2006 the Islamic Courts Union assumed control of much of Jubaland and other parts of southern Somalia, but the Transitional Federal Government supported by troops from Ethiopia and the African Union re-established its authority.

With the "battle of Kismayo" in August 2008, Al-Shabaab and the Islamic Courts Union (ICU) took control of the city and set there their strategic headquarters. Only in 2012 did the Somali National Army (SNA) forces, African Union Mission in Somalia (AMISOM) troops and Raskamboni allies manage to liberate the city.

2013 saw the recognition of the Interim Juba Administration (IJA) which had been formed in 2010 as the government of Jubaland under the national reconciliation agreement between Jubaland and the Federal Government of Somalia.

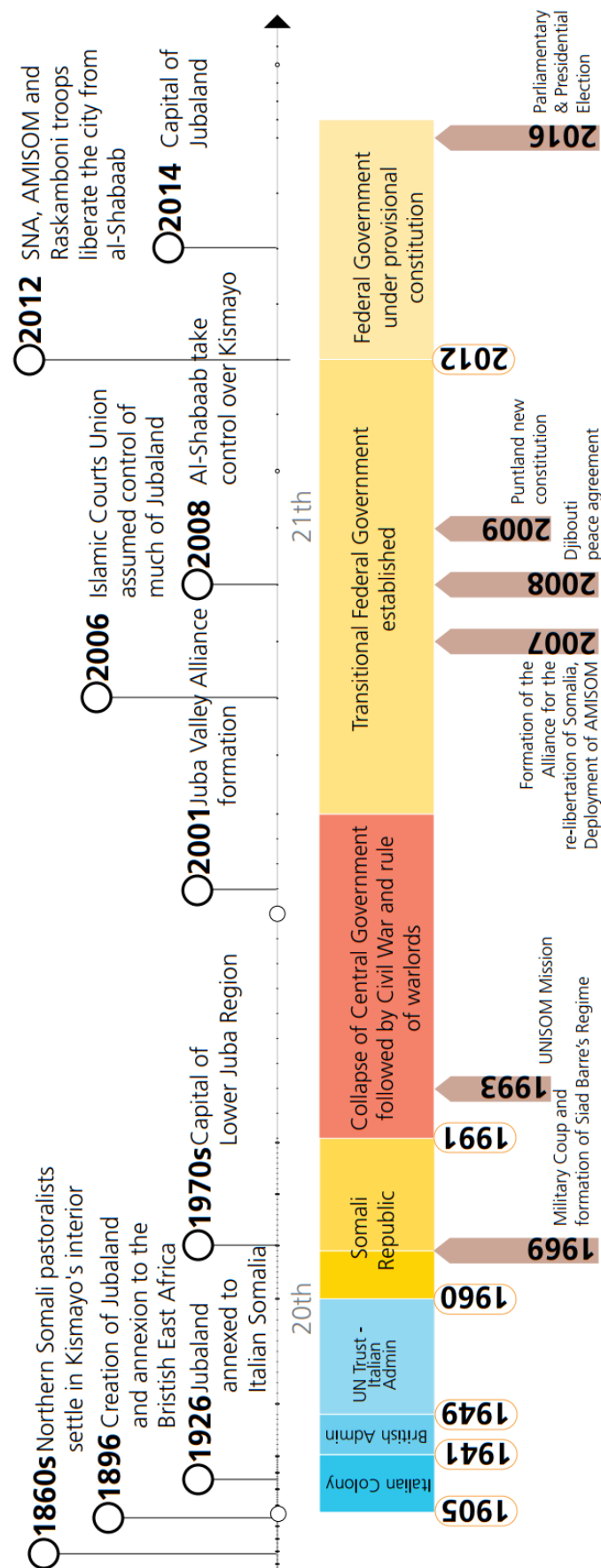


Figure 4 Recent history of the city

3. Urban Growth & Demographics

3.1 People and Demographic trends

Kismayo is the third largest metropolitan city in southern Somalia after Mogadishu and Baidoa, with approximately 30 sub-clans making it one of the most diverse cities in Somalia. Migration has continuously changed the ethnic composition of Juba region. Significant has been the movement of Somali clans from north-east Somalia and eastern Ethiopia since the mid-1850s, as well as the relocation caused by the industrial development in the 70s and 80s and, more recently, resettlement forced by conflict, drought and floods. This evolving situation affects the regions politics and access and distribution of resources with a key profound competitive undercurrent between the guri (local) versus the galti (outsider).

UNFPA Somalia population estimates of 2014 indicate that Lower Juba has a total population of 489,307; comprising an urban population of 172,861, a rural population of 161,512, 124,334 nomads and 30,600 IDPs (see table 1).⁴

With the demand to get this data disaggregated to district level to enhance assessment, the district data was interpolated using FSNAU livelihood information embedded in the 2005 UNDP district level population data (see table 2).

The Jubbaland State of Interior provided more updated population figures for 2020, with an estimated total urban population of 540,402, Including 113,642 returnees and Internally Displaced Persons (IDPs) and 21,712 persons residing In peri-urban neighbours or villages of Yoontoy, Luglow, Goobweyn and Airport Suburbs.⁵ However, these numbers seems slightly high if compared with the previous ones. Based on these figures, considering the young population, and estimating a stable growth rate of 2.8%, GIZ projected the future population in 2040 of close to 1 million.⁶

Table 1 Population Estimation by Region (PESS)

Urban population	172,861	35.3%
Male population	85,612	49.5%
Female population	87,249	50.5%
Households	30,520	
Household size	4.7(national avg.6.4)	
Rural population	161,512	33%
Male population	75,022	46.4%
Female population	86,490	53.6%
Households	30,324	
Household size	5.3 (national avg. 5.8)	
Nomadic population	124,334	25.4%
Male population	71,998	57.9%
Female population	52,336	42.1%
Households	20,284	
Household size	6.1 (national avg. 6.5)	
IDP	30,600	6.3%
Male population	14,860	48.6%
Female population	15,740	51.4%
Households	24,576	
Household size	1.2 (national avg. 3.7)	
Total	489,307	

Table 2 Population Estimation Kismayo District 2014 – 2005

Urban population	116,440	71.55%
	89,333	
Rural&Nomadic population	258,433	22.30%
	36,293	
IDP	10,000	6.15%
	n.a.	
Total	162,733	
	166,667	
Absolute Growth	-3,934	
Growth 2005-2014	-2%	
Annual Average Growth 2005-2014	-0.27	

⁴ UNFPA Population Estimation Survey 2014

⁵ GIZ, Feasibility Study for Kismayo Water Supply from Jubba River- Kismayo, 2020

⁶ Ibid

3.2 Urban Growth

Kismayo is characterized by a compact form with an average density of roughly 160 people/ha, which is quite high considering the Somalia context. This also means that there is little room for infill and densification strategies to accommodate the demographic growth.

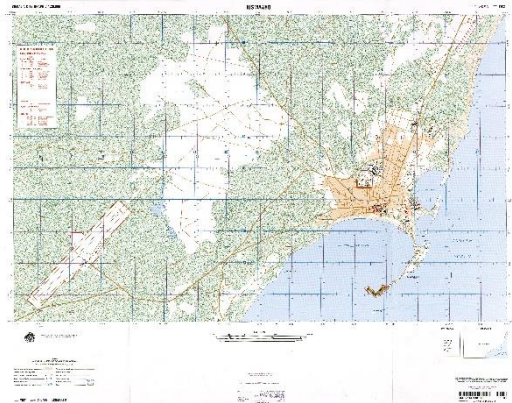


Figure 5 A map of Kismayo from 1992

Until 1992, the city has developed in a quite organized fashion. The town had a central square which had the Treasury, Court House, Gaol, Provincial Commissioner's office and a small hall where the Somali chiefs held barazas (public meetings). The industrial plants were located in the north, while the harbour and the port facilities occupied a large portion in the south. A good basic network of primary and secondary roads along the main artery crossing north to west connected the system.

This structure allowed for the maintenance of compactness. However, with the lack of any planning system the town has recently evolved in a much more organic structure.

In the last fifteen years, a dispersed, low-density development has sprawled towards the inlands especially in the north towards Afmadow and the west towards the airport, with the built-up area which tripled from 2006 to date.

The resulting road network is poorly developed with many disconnections and open loops. At the same time, construction has dangerously approached the sea line, due to the lack of any buffer zone.

The most relevant development of the city in recent year has been the construction of the IDP

housing projects in the north of the city which started to be built in 2017, the settlements now known as Midnimo and Medina Villages. Not only they amount for 7% of the total area of Kismayo, but with the investment put into place by the Government and international organisation in terms of infrastructure and services they drove the development of the city of the past years (see figure 5)

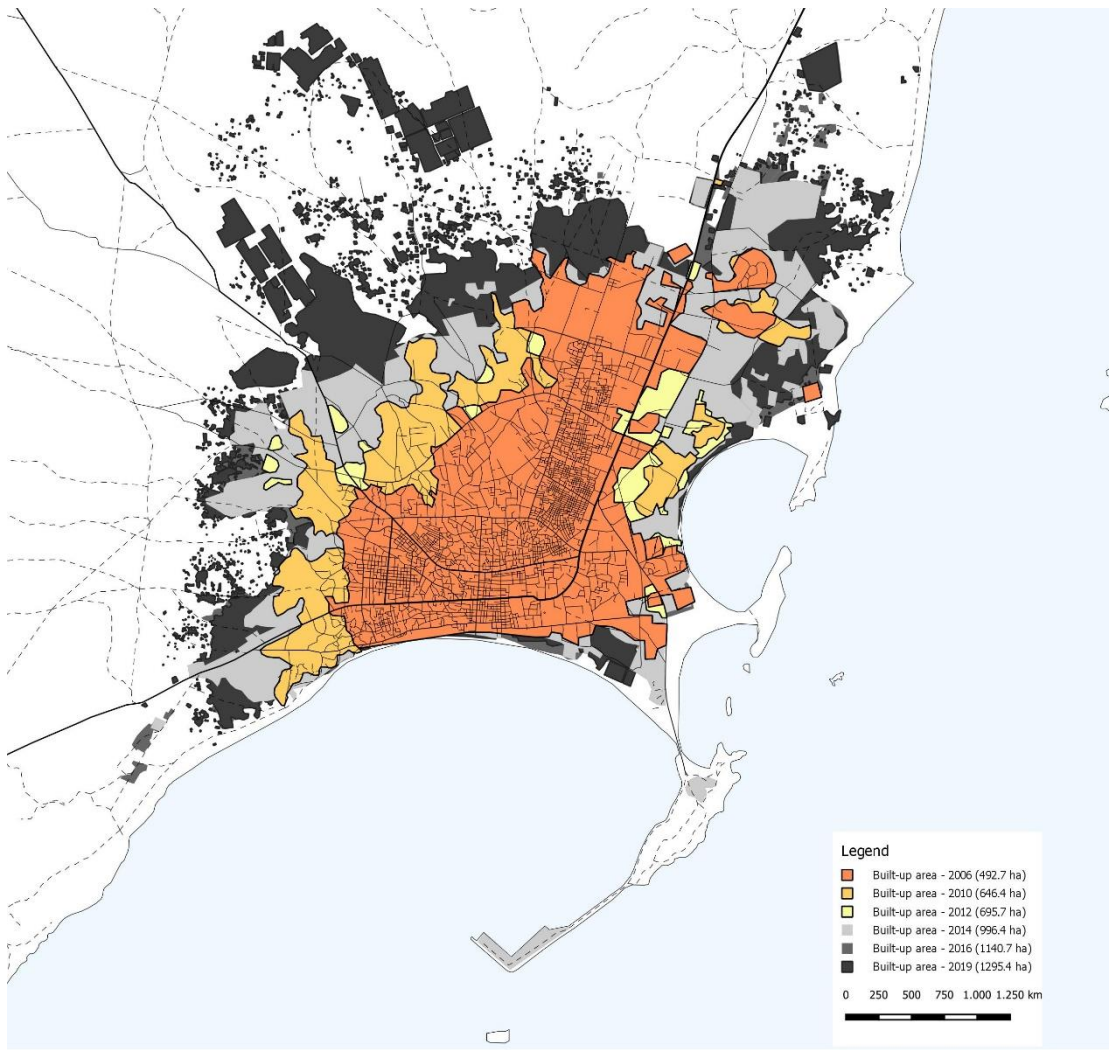
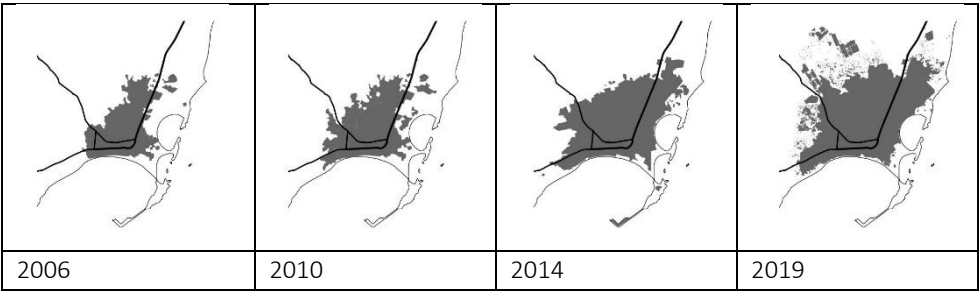
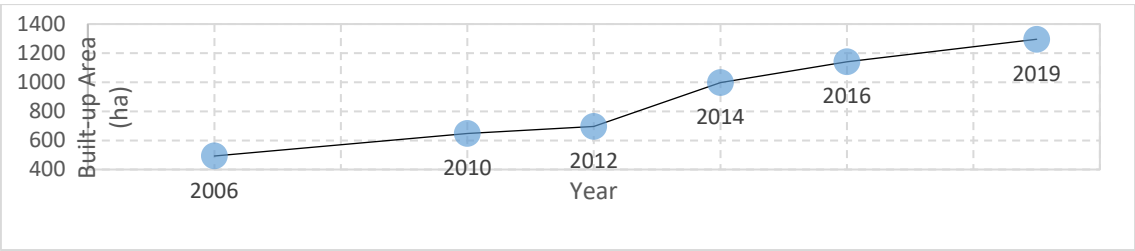


Figure 6 Kismayo urban growth in the last 15 years



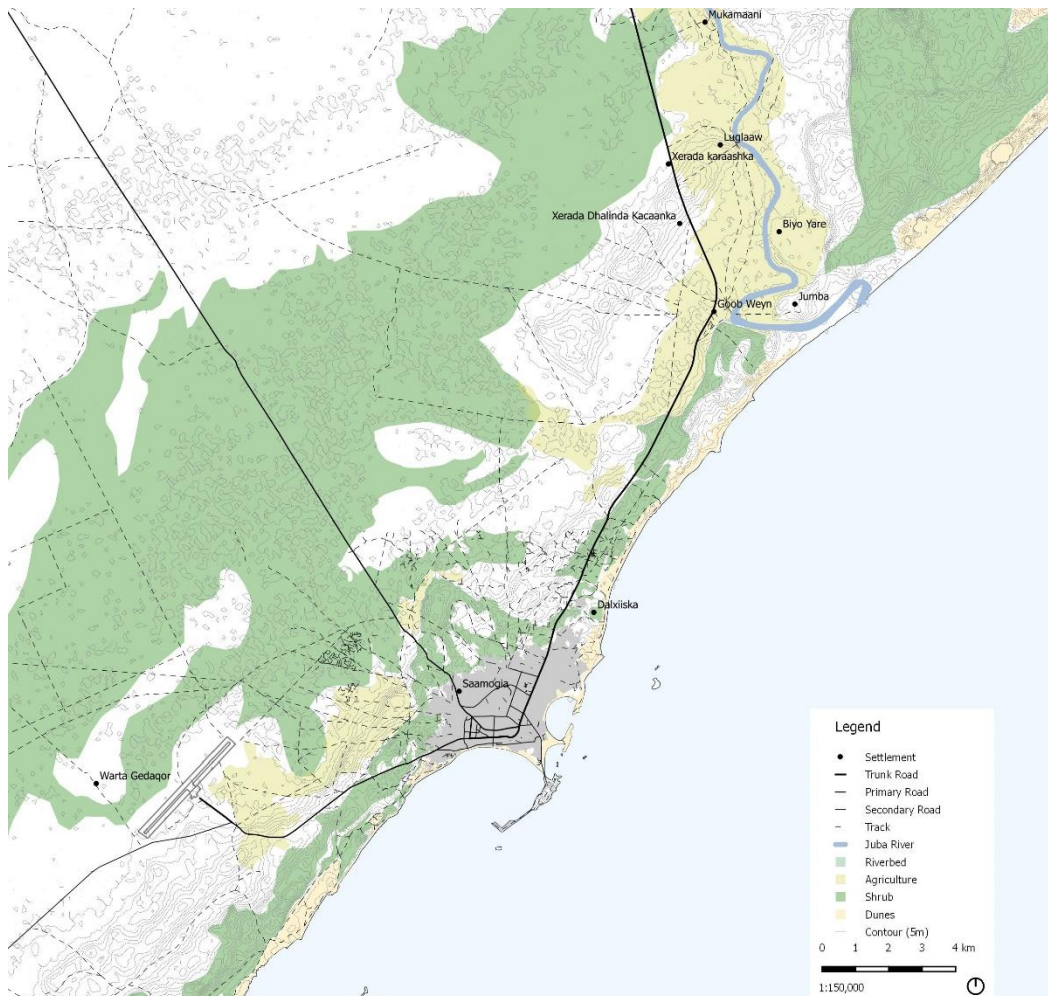


Figure 7 Kismayo Hinterland

4. Land Use Patterns and Environmental Constraints

The area north of Kismayo is characterized by swamps and marsh where during high floods the Shabelle and, more south, the Laag Dheera join the Juba River.

Once classified as a humid arid zone, Kismayo is now in a hot, semi-arid climate, with a mean rainfall of about 500 mm per year, with a bimodal seasons typical of the Eastern African region: long rain season (Gu) starts in March and extents to June while the short rains (Deyr) is experienced in November and December.

However, as in most Somalia, climate change has made rains extremely erratic, with a sensible difference from year to year: from 50 mm to 1800 mm for the period 2009 - 2018.

Settlements are close to the river and the main road network runs parallel to the water. Trails depart from the river towards the interiors. The Laag Dheera swampy area has fewer settlements and therefore no major road.

The land cover shows extensive crop fields as one gets closer to the River Juba estuary to the Indian Ocean. Coconut crop is present and remains closer to the river, while other crop fields are found also further away from the river, with cereals still being present.

The mouth of the Juba River cuts through the red sand dunes and joins the Indian Ocean 15 km outside Kismayo. The river makes some meanders before reaching the sea. The tide from

the Indian Ocean mixes with the river water at this point - thus the lower amount of agricultural land and settlements. This also means that water supply from the river must draw upstream - the treatment station was once located in Yontooy.

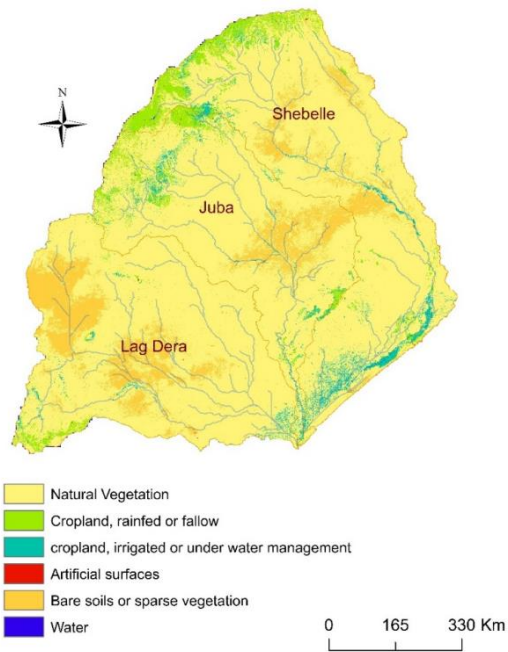


Figure 8 Land cover map for Greater Jubba River Basin at Kismayo, GIZ 2020

Along the coast sand dunes can be an impediment for development as they are not suitable ground for construction.

Due to its low-lying coastal location, drainage is particularly poor in this area, and flood risk due to heavy rains and rising sea level is high.

The area on the west of Kismayo is mostly covered by shrub and used for animal breeding, with few scattered settlements.

Deforestation caused by charcoal burning, fencing and vegetation clearing by overgrazing are very common, and can easily cause soil erosion. As a result, exposed and loosened soils can be washed downstream, resulting in gulley formation and badlands.

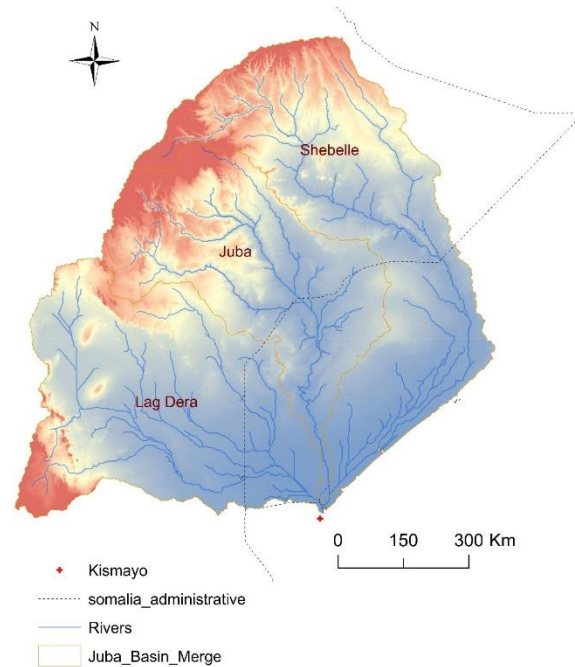


Figure 9 Jubba, Shebelle and Lag Dera river basins, GIZ 2020

5. Urban and Rural Economy – Development Potential

During the colonial era, Kismayo was a town of major importance as it linked Mogadishu to Lamu and the outside world. Also, as a port town, it served the inland towns of Somalia.

Being a town of great historic and administrative importance, Kismayo benefited from infrastructural development for instance the development of the port and road linkages to other towns, and the establishment of a meat processing and tannery factory.

Currently, as a port city, Kismayo is highly contented for by different groups including political, business men and the militia who have one main interest: generating income from taxation of the port and airport activities which have the potential to generate high amount of tax revenue.

The charcoal industry is of main economic importance to Kismayo and the whole country at large and it represents the largest natural resource for export. Charcoal remains the most affordable and reliable source of fuel for most Somali households. It also serves as a main livelihood activity (cutting trees, charcoal burning, packaging and selling) for the urban and rural poor. There is also a high interest of higher income groups, transporters, exporters and militia in the trade of charcoal.

The high population growth of the city and the high interest to make profits have had negative impacts on the environment through the over-exploitation of resources, including offshore fisheries and deforestation of large tracts of land in the southern sector near the border of Somalia and Kenya.

Besides charcoal production and fishing, seasonal farming and the port provide employment for the residents of the city. The availability of livelihood activities makes Kismayo an attractive destination for those seeking employment and income generating opportunities.

Currently, the urban economy of Kismayo shows characteristics of rapid development. Due to the increased stability, there is a lot of money being channelled into investments in the town, from international companies, humanitarian agencies, and the diaspora, with some moving back to invest. The most dynamic sectors of Kismayo's urban economy are: construction as people are reconstructing homes (also propelled by humanitarian aid and projects) and business premises; the retail sector due to imports/exports from Dubai and other countries; telecommunication – different companies provide telecommunication services and there is good internet coverage; finally the hospitality sector (hotels and restaurants) which is booming with some premises reopening after many years.⁷

Despite the historical background of the economy of Kismayo being agriculture-based (crop and livestock) with secondary activities in the fisheries industry; stakeholders from the private sectors reported in a survey undertaken by IOM in February 2016 that currently, these are the least dynamic sectors due to lack of skills, technologies and access. The fishing industry lacks investment and processing mechanism as well as conservation measures. Agricultural areas lie around Kismayo and are under Al-Shabaab control. The livestock industry, dynamic prior to the war, boasting of the meat factory, got destroyed during the war and has since then not been revived.⁸

⁷ IOM, Youth, employment and migration in Mogadishu, Kismayo and Baidoa, Feb 2016

⁸ Ibid

6. Urban Basic Services

6.1 Security

In Jubaland, the control can be regarded as divided between the Jubaland administration and the Al-Shabaab militia group. The Al-Shabaab is in control of the rural areas and has a hidden presence in most urban centers, while the Jubaland administration with the assistance of AMISOM and bilateral Ethiopian troops (ENDF) is in control of most urban centres.

Kismayo urban centre is regarded as AMISOM/SNA controlled area. Formal security is offered as combined effort between the police and military troops with support from AMISOM. This formal system however faces challenges such as the lack of uniforms and/or official logos to identify the police. This leads to lack of faith and trust in the police by the residents as they cannot easily differentiate them from the militia.⁹

Several informal systems including religious leaders, clan elders and community groups have been in existence in a long time and continue to play a role in security provision e.g. through dispute resolution.

Security threats however continue to persist, due to the possible presence of Al-Shabaab, exacerbated by the complex clan composition of the town and land and family disputes. Kismayo is an area where pastoral, agricultural, and coastal traditions meet depriving it of the relative clan and livelihood homogeneity of regions further north. While conflict among political and military groups is centring on political control and influence, in particular of Kismayo and its port, clan tensions result primarily from competition over resources such as land, grazing rights, water, farmlands, livestock, and access to humanitarian aid.

The high influx of IDPs and returnees might aggravate these conflicts as well as affect the local government's ability to provide security if the situation is not addressed properly and timely. Al-Shabaab has in fact successfully recruited unemployed youth, and it is feared that

returnees especially from Dadaab will be more prone to recruitment, as they are faced with the lack of livelihood and educational opportunities in Somalia and some consider the return involuntary.

6.2 Water and Sanitation

Kismayo used to get most of its water from the Juba River through the Kismayo Water Treatment Plant located in Yontoy which lied 32 km north of the city. It was constructed between 1966 and 1969 by the U.S Corps of Engineers and began operation in 1970 under the Kismayo Water Agency (KWA). The plant has however been out of operation and the pipes have been looted. In the lack of infrastructural investment in the water sector and weak institution regulation, Kismayo has had to rely on groundwater, which is mostly saline.

All drinking water comes from few private desalination plants that treat the brackish groundwater. The main companies are Juba Water, in the process of drilling boreholes approximately 30km out of the city centre. Second Caafi which has drilled boreholes approximately 4 km out of the city centre. The water cost from the private company is high, with 1,000 litres being sold at 5 USD and therefore inaccessible and unreliable to most households.

A large population has only access to poorly designed shallow dug wells, sometimes less saline but also unreliable as dependant on rains.

The high urbanization rate and increasing population have had a negative impact on the river and the wells as they are exposed to pollution from both human waste and dumping of solid waste. Water is hence a human hazard and the cause of several outbreaks of cholera and acute watery diarrhoea (AWD) within the city. Furthermore, most settlements rely on pit latrines and underground waste tanks for waste disposal which further pollute the underground water.

⁹ DRC, South and Central Somalia Security Situation, al-Shabaab Presence, and Target Groups, January 2017

The city is also underserved by the existing poor drainage network, with the town experiencing flooding and water stagnation on many occasions when it rains. This leads to the disruption of normal livelihoods, health hazards, contamination of open shallow wells, destruction of property and loss of lives.

A hydrogeological report prepared by GIZ in 2018¹⁰ estimates that the aquifer provides at least 450 m³/day, suggesting that this may already surpass sustainable levels.

Furthermore, with the rising population and the consequent proliferation of wells and boreholes the situation is likely to deteriorate, with the risk of compromising irreversibly the water table. As in all the coastal area, the fresh groundwater lens floats on more salty water, which is denser. It has been shown that the movement of the saline/fresh water wedge of the underground aquifer of the town has been considerable, progressing inland in years with less rains. The salinity levels of most of the aquifers are now beyond the recommended EC values of 2000µS/cm for domestic water supply.¹¹

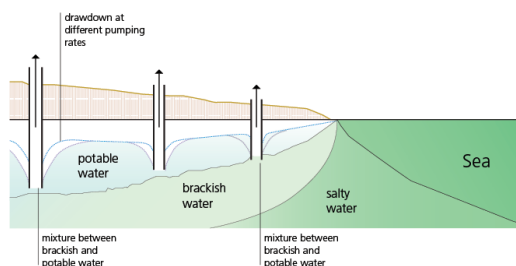


Figure 10 Water abstraction and quality of water (Water Quality Study Mogadishu and Kismayo, Geneva Foundation)

In 2019, GIZ conducted a Feasibility Study for Kismayo Water Supply from Jubba River. The outcome of the feasibility study is that Jubba River is a viable option to supply Kismayo with adequate and affordable water. The study includes a Kismayo Water Supply Project proposal to meet the future and ultimate water requirements for Kismayo town and its environs. The project is organized in two main phases and has an estimate cost of 27.5 million USD.

6.3 Solid Waste Management

There no effective formal or informal system for solid waste management (SWM) which covers the whole city. This results In health hazards, water contamination, and an overall poor urban environment.

The need for a SWM programme which could take care of collection, transfer, treatment and disposal of solid waste Is getting higher as the city expands.

Municipal waste management practices and procedures (safety and health measures for employees, waste treatment requirements) are an essential public service that cannot be overlooked in this time of crisis.

Regular waste collection services and sound waste sorting, processing, treatment and final disposal are crucial elements for maintaining public and environment health, and this is made even more relevant at times when the COVID-19 pandemic, where changes to daily routines are altering the amount and type of waste generated from households and public spaces, with potential threats from infectious and medical waste including masks, and used tissues, contaminating the municipal waste stream

A programme for effective Solid Waste management operations and services would imply the development of By-laws on Municipal Solid Waste Management and Bio-Medical Waste Management, trainings for public and private sector companies and public awareness campaigns, with scope for public-private partnerships as already successfully operated In various municipalities In Somalia.

In terms of spatial development, the identification of a suitable location for engineered sanitary landfill site, and an environmental mitigation strategy to restore the urban landscape are priorities.

¹⁰ Drought Response Project – Kismayo Hydrogeological Survey Report, by SWAS Water Surveys, GIZ, January 2018

¹¹ GIZ, Feasibility Study for Kismayo Water Supply from Jubba River- Kismayo, 2020

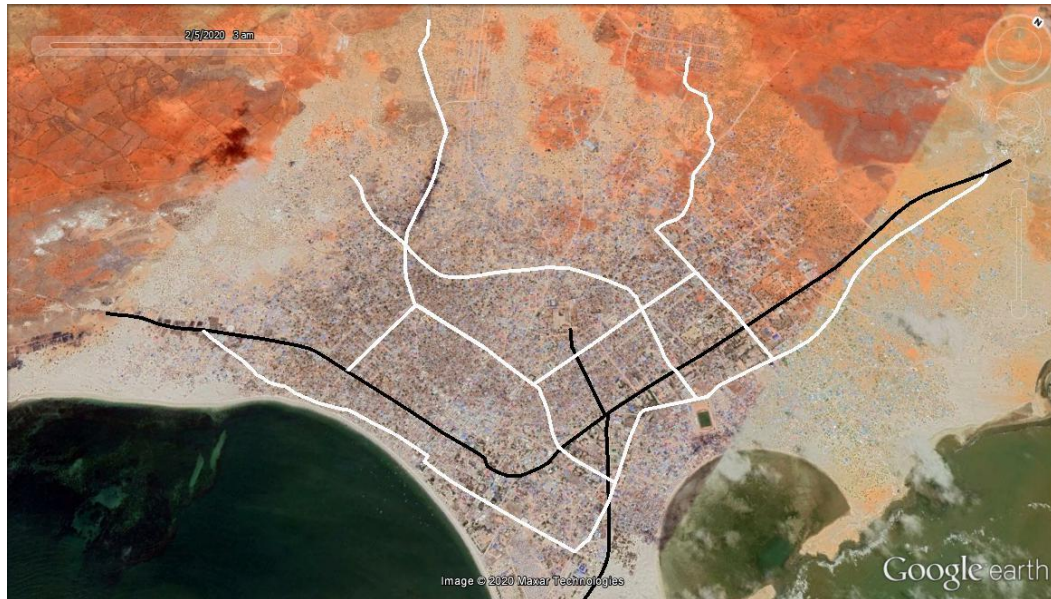


Figure 11 Main urban roads in Kismayo (black: tarmac, white: earth)

6.4 Transport and Transport Management

Roads and Public Transport

Kismayo has a road network structured around few primary roads – the only paved ones - and a fine mesh of secondary and tertiary roads. Conditions are very poor in general, with almost no road-side water drains, limited street lighting, and no formal traffic control (signage, road marking, traffic lights).

Public transport is based on private minibuses operators active, although not on regular routes. While this makes service difficult to assess in terms of condition and quality, it makes it also very responsive to the urban development of the city. For instance, the new IDPs settlement in Midnimo village were served by some minibus right after implementation.

Maintenance is not formalised, and therefore irregular and often based on private initiative.

As the city grows, it will become increasingly important to both improve the road infrastructure, and to implement an efficient public transport system, so to maximise infrastructure investment and promote equal

access to sustainable mobility to the whole urban population, with obvious economic and social benefits.

Currently, the World Bank plans give support to 32km paved roads in Kismayo, along with the improvement of drainage of the Mogadishu-Kismayo road. The project is planned to start within 2020.

However, a more holistic restructure of the road network and a coherent investment in public transport would prove beneficial for the city in the long run.

Port

Kismayo port is constructed on one of the Bajuni Islands, and connected to the mainland by an isthmus that provides vehicular access between the port and mainland.

With Its two quays the port can accommodate vessels of up to 10,000 deadweight tonnage (DWT)¹². This makes It one of the main ports in Somalia, after Berbera and Mogadishu.

However, the chronic lack of maintenance (approximately 80% of port facilities are non-operational¹³) severely affect Its capacity, and result in significant cargo congestion even if the

¹² Kismayo Strategic Development Framework 2019-2035, WYG, 2019

¹³ Ibid

level of traffic is extremely reduced since the late 1980s. In 2016, only 83 vessels berthed at the port, and only for good Import, with no export reported.¹⁴

Historically, the port has constituted one of the biggest assets for the economic development of Kismayo and Jubaland State. Its rehabilitation is probably one of the most strategic Intervention for the future of the city. If well operated, the port would not only trigger many different activities, but also constitute a major source of Income for the city and the state as a result of custom taxes.

Beside the Investment In the port facilities, and the establishment of a proper institutional management architecture for port activities, the redevelopment of the port would imply major transformations In the urban environment.

Upgrading of the port access road:

Heavy trucks from and to the port may effect the road conditions of inner city roads . There will be a need to strengthen the connection between the harbour and the regional hinterland and at the same time reduce congestion of urban road from cargo transport

Port-related function and local economy development:

Several activities could be enhanced by a functional port. This could relate to livestock and export facilities, with a slaughterhouse and a meat market, but also the reestablishment of the Industrial area. In-depth site analyses on uses compatible with the urban environment will be needed.

Resettlement of IDPs encroaching the previous port area:

Several areas previously occupied by port activities have been occupied by the expansion of the cities. In particular, two large IDP site has developed at the beginning of the Isthmus. and surrounded the former Bulk fuel storage. While fuel storage should be moved in a more safe and secure location, the area remains not suitable for residential uses, and IDPs should be supported for resettlement.

Airport

Kismayo airport is one of the four fully functioning international airports in Somalia (together with Mogadishu, Hargeisa and Garowe)¹⁵¹⁶. However, in order to meet international standards, rehabilitation work needs to be carried out, for the runway – with paving in bad condition – passenger and cargo terminal.

Operations are currently limited only to daylight. 15 to 20 passenger flights are operated weekly by 8 local companies. Cargo is almost non existing, with one flight per week.¹⁷

6.5 Power

Energy access in Kismayo, both electricity and other sources of energy like biomass and fuels, is severely limited for the majority of the population, contributing to inadequate social indicators and hindering economic growth.

Supply and distribution are fragmented with no centralised generation and distribution network, and no institutional structures to regulate supply.¹⁸ Production is almost entirely based on fuel generators, which are expensive, polluting and inefficient, with some stand-alone solar cells serving single households and businesses.

Private companies, namely, Wesco and Somtel provide a total generating capacity of about 2,400kW (kilowatts), serving an estimated 12,500 customer connections.¹⁹ This would mean an electricity access rate of 34%, in line with national rates for urban areas.²⁰

Without significant improvement energy suppliers will struggle to meet growth in demand. It is evident that both solar and wind resources have significant potentials for electricity generation, and hydropower plants using the Juba Rive could also have some potential, but significant capitals should be invested for development.

¹⁴Ibid

¹⁵ Somalia National Development Plan 9, 2019

¹⁶ Bosaso and Berbera have recently been upgraded but still need to reach full functionality

¹⁷ Figures refer to the period before the stop of local and International flights In March 2020

¹⁸ Kismayo Strategic Development Framework 2019-2035, WYG, 2019

¹⁹ Ibid

²⁰ Somalia National Development Plan 9, 2019

6.6 Tele-communications

Jubaland state of Somalia has been a focal point in bringing and reviving infrastructure around and in the port of Kismayo. In 2015, the Ministry of Transport, Ports and Telecommunications was refurbished and opened its doors to the public to access government documents, passes and licenses.

The town is fully covered by 4G portable internet and has a growing telecommunications industry with multiple internet service providers such as Hormuud, Global, Somtel, Tayocom and NationLink being present. Modern telephone systems are operative, with most urban residents enjoying mobile or landline access.

There are many local radio stations broadcasting in Kismayo and the surrounding areas: Radio Kismayo, Radio Bur-kulan, Radio Soyal, Radio Waamo, Radio Star Fm and the sport-related Radio Golis. Al-Shabaab is able to broadcast in the region via Radio Andalus in Jamaame, Jilib and the surrounding areas.

6.7 Education

Somalia's population is extremely young with 45.9% being under 15 years of age and 75% under 30 years. This implies the need for education services for this population.

The town has several educational facilities including primary, secondary, tertiary and Quranic schools, both public and private. There is however no free education at any level.

The main tertiary institutions are Jubaland University, Plasma University, Daha University, Kismayo University Juba University with an average of 800-1200 students. It offers certificates, diplomas, and bachelor's programs. The institution was established in an attempt to keep out young people from vices like joining militia groups and to improve the city's human resource capacity. The main courses offered are business administration, social sciences, and health programs.

With increased stability and security, and a growing population the demand for education is

continually increasing. Access to education is however determined by one's ability to pay thus limits especially the minority groups including IDPs.

The system also suffers from the lack of uniformity in the curricula, untrained teachers as well as the general shortage in the number of schools. Many parents show concern that uneducated children make easy targets of the Al-Shabaab and other vices.



Figure 13 Main religious facilities in Kismayo



Figure 14 Main recreational (sport) facilities in Kismayo

6.9 Social and Religious Facilities

Recently, Wamo stadium, the largest stadium in Jubaland, was opened by the president after its rehabilitation. It has been fitted with artificial grass making it accessible all through the year, also giving the city an opportunity to host both regional and national tournaments. Additionally, many private playgrounds are present.

Few community centres (youth and women) have been set up by different organizations e.g. GIZ where livelihood skills trainings are

conducted. The town in general however suffers from a shortage of public recreation and community centres.

There is dire need for the further development of this sector since through sports and social interactions a culture is developed where diversity is appreciated and coexistence fostered.

Kismayo has various mosques and religious centres that serve both worshipping and religious studies centres. There are various madrasa and Quranic schools available in the town.

7. Housing, Land and Property

Housing Situation

A report in 2018, based on survey of 347 household covering Kismayo residents and displaced communities in different parts of the city, indicated that housing condition in general was quite poor throughout the city.²¹ The situation was remarkably worse among the displaced population, with a great majority living in emergency or temporary shelters (see chapter 8) In comparison, the host community is slightly better placed, with 54% of households live in permanent or semipermanent structures.²²

The social-economic survey (over 200 respondents) made by GIZ in 2019 does not show a noticeable improvement. House types are classified as *Scanty or shack* (50%), *Villa with compound* (33%), *Single room* (12%), *Flat/multi-storey* (4%).²³ This also shows a differences in socio-economic classes, which should be studied more in depth also according to their spatial distribution, tenure mode, and access to basic services.

Land conflict

Jubaland is a melting pot of different people, clans, ethnic groups. Middle and Lower Juba have been home to Somali ethnic minorities and dominant groups and has been assimilating different waves of migrants of different origins.

Currently there are several land studies being conducted by different organizations including which are trying to shed more light on the land matters including land use patterns and systems, and land ownership in Kismayo and its hinterlands.

UN-Habitat's Global Land Tool Network (GLTN) has compiled an in-depth study on land-related conflict in Jubaland.²⁴ The study looks at insecurity of land tenure in Kismayo and how it can be addressed by local officials and international organisation, through an enhancement of administration, management and governance systems.

The different levels of government and the traditional authorities have a leading role to play in land and conflict. However, private sector plays a key role in land – in Kismayo, money transfer and telecommunication companies, import-export traders, charcoal traders, water companies and hotel operators are among the main developers with great interest in land.

The root causes of conflict in Jubaland have been identified and categorised as:

ENVIRONMENTAL CAUSES

- Scarce natural resources including land and water

SOCIO ECONOMIC CAUSES

- Population pressure
- Poverty
- Criminality and terrorism

GOVERNANCE-RELATED CAUSES

- Weak institutional governance
- Weak land governance and administration
- Politics of exclusion
- Capture of state instruments
- Chaotic urbanisation

With rapid urbanization pressures on the city's infrastructure, climatic and environmental changes including drought and famine, it is imperative to understand and reform the land administration system in the city.

Property Registration

Ministry of Interior of Jubaland State and Kismayo Municipality have engaged a private company for property registration. To date, the number of registered buildings and lands approaches 30,000.

Differently from Puntland or Somaliland property taxation system, which are based on property size, fee of recorded properties are established according to the type of building and its use. For example, fee for standard building (can be built hollow blocks or masonry stone) is 50 USD and Iron houses, clay houses, and undeveloped plots are 20 USD. No figures on public revenue generation are available to date.

²¹ IOM and UN-Habitat, Midnimo Joint Baseline Household Assessment Kismayo, 2018

²² Ibid

²³ GIZ, Feasibility Study for Kismayo Water Supply from Jubba River- Kismayo, 2020

²⁴ UN-Habitat, Land and Conflict in Jubaland Root Cause Analysis and Recommendations, May 2018

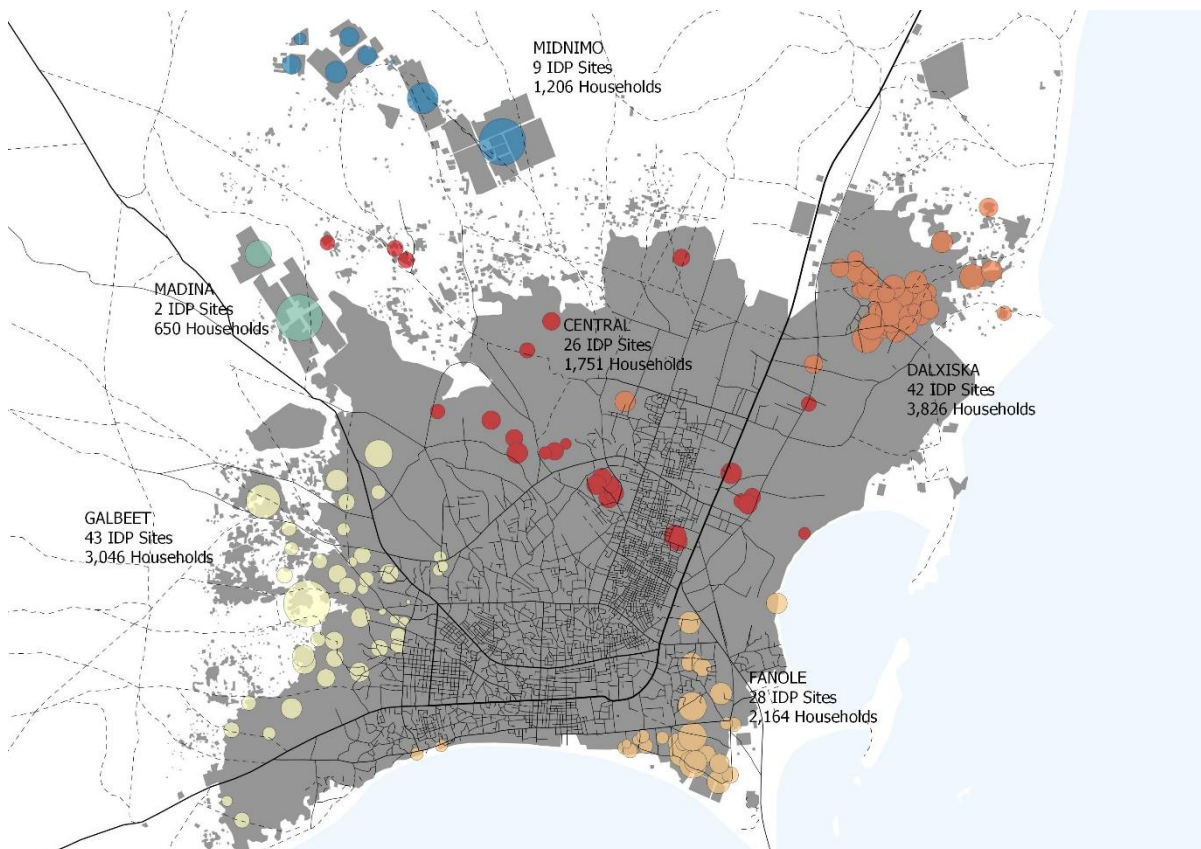


Figure 15 Verified IDP sites in Kismayo, August 2019 (Somalia CCCM Cluster and UN-Habitat)

8. Dimension of Displacement,

Kismayo has hosted large numbers of displaced affected communities and returning refugees since years.

Drought and conflict are the main driver of displacement, together with voluntarily repatriation from the Dadaab and Kakuma refugee camps in Kenya.

The latest assessments show constantly rising numbers of IDPs, despite improving conditions in the region.

CCCM cluster mapped in their last assessment in August 2019 139 IDP sites, hosting 10,787 households.²⁵

Other 1,856 households are hosted in the IDP settlements of Midnimo and Madina, in the north of the town.

Older sites are usually small to mid-size unplanned settlement on private land. New site are divided between small, spontaneous settlement on private land, and new large planned sites built by humanitarian agencies on land allocated by the government.

Since 2017 there has been an increasing sensibility on IDP housing needs. The effort of the State Government supported by the international community has been focused on the provision of high quality settlements and shelter.

Large portions of land in the North of the city have been allocated for permanent housing units, built with bricks and with concrete foundations, and equipped with private pit latrines.

²⁵ CCCM cluster, Verified IDP sites in Kismayo, August 2019



Figure 16 Aerial image of Midnimo Village (GIZ)

A first phase saw the building of basic 4x4 meter constructions. Jubaland authorities have later introduced regulations on IDP-related development, which include tenure security measured, and plot and shelter design guidelines.

These guidelines introduced a minimum plot size of 180m², and a typology of housing unit with two rooms and veranda. While being more generous in terms of covered space, this has increased construction cost significantly. The new settlements in Midnimo Village (roughly 400 housing units) have been developed following these parameters.



Figure 17 The first housing units developed in Midnimo Village



Figure 18 The improved design of the new housing units developed according to the Jubaland State guidelines

Among the strengths of such an approach we can identify:

- Positive and professional engagement between the implementing partner and the relevant authorities helped land allocation in suitable area for permanent development and with legal tenure status
- Pursuing right from the beginning an integrated Area Based approach connected to the overall urban development of the city and promoting integrating reintegration of IDP rather than resettling
- Integration with further programmes for integration and peacebuilding
- Active participation in the area planning of community leaders and households from IDPs, returnees and host community with focus on women committees

There are also certain weaknesses:

- No shelter options causing camp-like endless repetition of the same units, not accommodating different needs of the households and without the incorporation of livelihood aspects in the design
- No community involvement in the design due to government's directive upon uniform shelter design
- High cost of shelter hampering scaling up and taking away resources for infrastructure provision

Despite the efforts in providing adequate solutions for IDPs, new spontaneous settlement of buul and other low-standard typologies are springing in urban pockets. Assessments show that most IDPs prefer to remain near the urban centre to better access humanitarian assistance, livelihoods opportunities, food, water and other basic services. These settlements suffer a high risk of eviction, as they don't provide any land tenure agreements or they only have informal ones.

As a long term, big scale solution for displaced communities, authorities in Kismayo are looking at creating new resettlement areas (see 9.2).

9. Urban Development and Social Infrastructure

9.1 Kismayo Consolidated Community Action Plan

The Integrated Kismayo District Community Action Plan (CAP) is envisaged to help translate the NDP (see 9.4) and several other strategies (Kismayo District Master Plan – see 9.3 - GIZ supported Kismayo Comprehensive Strategy, Area-based Durable Solutions Action Plan) into actionable interventions, complementing the traditional humanitarian focus on the affected individuals with a broader lens that considers the whole population of an existing urban system and tries to meet both short-term humanitarian and longer-term development needs of urban populations and their environments.

The Integrated Kismayo District Community Action Plan is intended to stretch over a period of 5 years, to help reduce displacement related vulnerabilities and improve the living conditions of IDPs, returnees and host communities

To CAP consolidates the different action plans which were developed for the cities over the course of the last years under the initiative of several durable solutions stakeholders. The purpose is a joint framework to implement rights and needs based programming that addresses

- physical safety (safety and security)
- material safety (an adequate standard of living and access to livelihoods)
- legal safety (access to documentation, family reunification, participation in public affairs, and access to effective remedies and justice)

of communities in protracted displacement and the communities which are hosting them.

In doing so, it facilitates joint planning, synergies and commitment amongst Government, United Nations and Non-Governmental Organizations towards implementation of durable solutions.

The Kismayo Consolidated CAP synthesizes the various projects aimed at advancing the achievement of durable solutions according to the eight criteria for durable solutions to displacement set out in the Inter Agency Standing Committee (IASC) Framework on Durable Solutions for Internally Displaced Persons:

- i. Long-term safety, security and freedom of movement;
- ii. Adequate standard of living, including at a minimum access to adequate food, water, housing, health care and basic education;
- iii. Access to employment and livelihood opportunities;
- iv. Access to mechanisms to restore housing, land and property or provide compensation;
- v. Access to and replacement of personal and other documentation;
- vi. Voluntary reunification with family members separated during displacement;
- vii. Participation in public affairs, at all levels, on an equal basis with the resident population;
- viii. Effective remedies for displacement-related rights violations, including access to justice, reparations, and information on root causes.

Below are reported and mapped the projects which have a clearly identifiable spatial component.

Completed Projects



(code refers to the table below)

Overview of Selected Projects (not exhaustive)

a. Long-term safety and security

	INITIATIVE	LOCATION	STATUS
A1	Installation of streetlights	Kismayo	Completed
A2	Strengthen fire extinguishing services		
A3	Building police post/station	Kismayo district	
A4	Building police post/station	Faanole village	Not funded earmarked

b. Access to an adequate standard of living without discrimination

	INITIATIVE	LOCATION	STATUS
B1	Construction of Aqoon Bile Primary School Gulwade Village	Construction of Aqoon Bile Primary School Gulwade Village	Completed
B2	Construction of perimeter wall at Aqoon Bile	Construction of perimeter wall at Aqoon Bile	Completed

B3	Construction of Tayo primary school	Farjano village	Completed
B4	Construction of household latrines	Dalxiska IDP Camp	Completed
B5	Construction of solar powered shallow well	Madina village, IOM shelter site	Completed
B6	Rehabilitation of 5 shallow wells	Dalxiska IDP Camp	Completed
B7	Construction of communal latrines	3 IDP sections in Kismayo	
B8	Construction of Alanley Secondary School		
B9	Upgrading of Gulwade School	Gulwade village	
B10	Rehabilitation of Kawani Dhiigle		
B11	Sanitation activities along Alanley seashore	Alanley village	
B12	Rehabilitation of Jubaland National Library		
B13	Improving the condition of tarmac roads		
B14	Construction of Health Post in Alanley		
B15	Construction of Maternal and Child Health facility	Gulwade village	
B16	Construction/Rehabilitation of technical school	Alanley village	
B17	Roads rehabilitation		
B18	Construction of MCH	Gulwade village	
B19	Rehabilitation and equipping of Kismayo general hospita	Faanoole village	
B20	Rehabilitation of existing water piping system	Kismayo town	

B21	Provision of a vehicle to collect garbage	Faanoole village	
B22	Collection of garbage and rehabilitation of sewage systems.	Faanoole village	
B23	Yontoy water supply project rehabilitation	Yontoi	
B24	Establishment of renewable energy plants such hydro-electric dams in Juba River		
B25	Kismayo–Merca–Mogadishu Road rehabilitation		
B26	Liboi-Kismayo Road construction		
B27	Kismayo Airport Upgrade		
B28	Kismayo Port Expansion		
B30	Rehabilitation of public infrastructure (local administration centre, schools, skill centres, roads and Health centres)	Faanoole village	
B31	Rehabilitation of MCH	Faanoole village	
B32	Improving the condition of roads	Faanoole village	
B33	Construction of latrine to stop open defecation	Faanoole village	
B34	Rehabilitation of existing sewerage system	Kysmayo	
B35	Water purification and treatment		
B36	Tree planting	Alanley village	
B37	Construction of latrines	Alanley village	
B38	Construction of gabions along the sea to reduce soil erosion	Alanley village	
B39	Clearing of water outlets (drainage) that	Alanley village	

	channel flood water from the village to the oceans during rainy seasons		
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c. Access to livelihoods and employment

	INITIATIVE	LOCATION	STATUS
C1	Construction of 1 market shed	Via Afmadow shelter site in Shaqalaha Village	
C2	Construction of Sinay market		
C3	Rehabilitation of Kismayo/Kawan Dhiigle slaughterhouse		
C4	Upgrading livestock market facilities in Kismayo		
C5	Milk shade market	Alanley village	
C6	Rehabilitation of Suuq Mugdi market		
C7	Rehabilitation of Alanley fish market	Alanley village	
C8	Construction of new market	Faanole village	
C9	Construction of Kismayo district warehouse		
C10	Reconstruction and rehabilitation of industrial facilities		
C11	Soil erosion control measures	Faanole village	
C12	Soil harvesting along the sea	Alanley village	
C13	Construction of formal marketplaces in every section of the village	Alanley village	

f. Participation in public affairs without discrimination

	INITIATIVE	LOCATION	STATUS
F1	Construction of Kismayo community centre	Shaqalaha village (Madina Settlement)	completed
F2	Rehabilitation of existing village centre	Golaha Hanuninta	
F3	Building of Village Administration centre	Faanole village	

9.2 IDP Resettlement plan

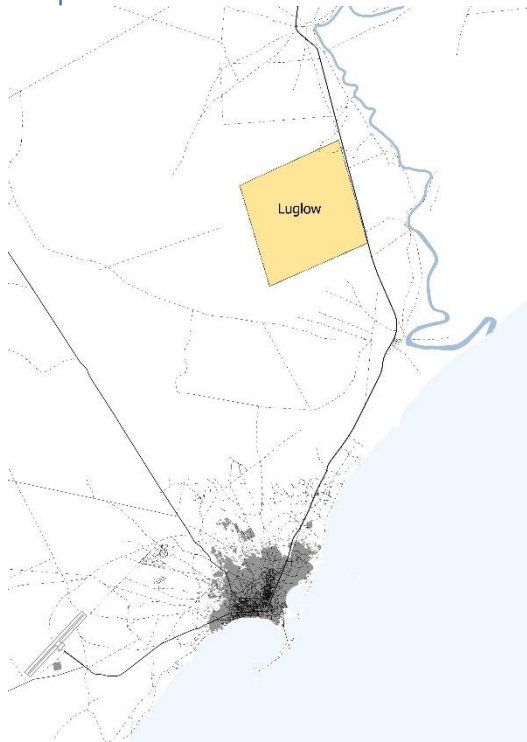


Figure 19 Position and Size of Luglow Site in relation to Kismayo City

- Great distance from the town and lack of reliable transport links
- Distance from markets, education, health facilities and other services
- Absence of a sustainable supply for water
- Lack of access to electricity
- Possible vulnerability to flooding
- Security concerns
- Integration with the existing community of Luglow village

The project to be successful will have to take into account several issues and to solve the most pressing ones before anyone is moved. The threat, if no proper conditions and services are provided, is that households would just move back in town shortly after relocation.

Additionally, any investment in the new site will be targeting only IDP communities and not Kismayo town, as compared to sites closer to the urban core, such as Midnimo and Madina Village, which could benefit also the city and its host community.

Given the challenges linked to displacement and the constantly growing numbers interesting the city of Kismayo, the Government of Jubaland has decided to seek for a long-term, large-scale solution.

An area of about 24km² has been identified for the possible relocation most of the IDP communities. The site is in close proximity to Luglow, a riverine village approximately 18 Kilometers North of Kismayo town on the main road to Mogadishu with a population close to 350 people, mainly agro-pastoralists communities.

A task force has been established to further coordinate the development of the site, led by NRC Area manager in close coordination with IOM, IOM CCCM, UNHCR, UN-Habitat, MoI and others.

The government is planning for an initial phase where 1000 households would be relocated. However, the provided sites presents several challenges:

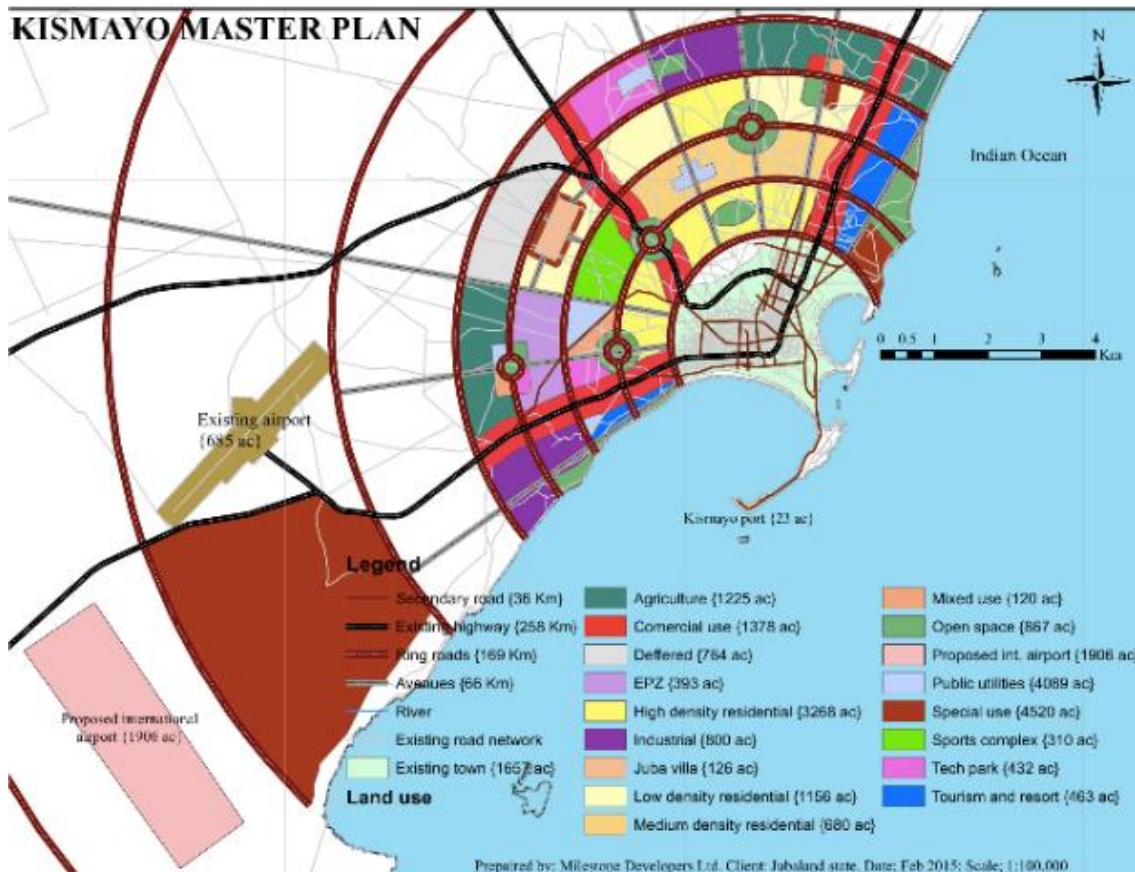


Figure 20 Kismayo Masterplan as prepared by Milestone Developers for Jubaland State

9.3 Kismayo Master Plan

A Master Plan for the development of the city of Kismayo was commissioned to a private company by the Government of Jubaland.

The resulting document presents an ambitious plan for the extension of the city, with a huge infrastructure provision, the identification of several productive areas and the extension of port and airport. However, is it not completely clear how the plan is intended to be implemented, its time horizon and financing mechanism. Its limited circulation – many developers, international organisation and others have not seen the plan in its entirety - make also quite challenging for stakeholders to align with its provisions, resulting often in mismatches.

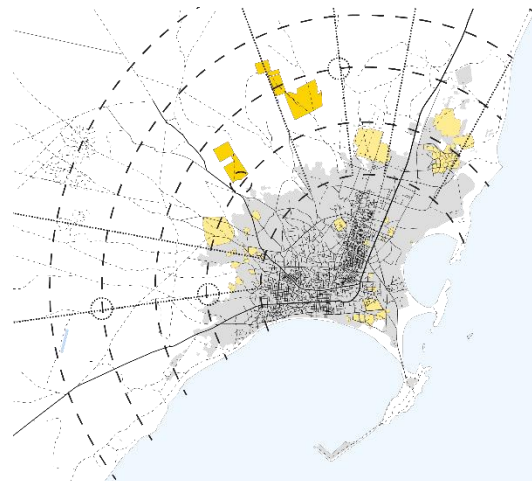


Figure 21 An overlap of the Master Plan outer rings and the current Kismayo built up area (UN-Habitat)

For example, with referent to the figure above, the planned circular outer roads often overlap with the existing built-up area of the town. Implementation would mean large demolitions and relocations.

It also needs to be noted that the Master Plan concentrates on the city extension, with only marginal attention to the consolidated town.

9.4 Kismayo Strategic Development Framework

The Ministry of public works, Reconstruction and Housing of Jubaland State, supported by WYG, has developed a Strategic Development Framework providing an overall strategic vision for the city development, with recommendations for development interventions covering a wide range of topics to ensure sustainable development of the city in a timeframe of 25 years.

Current problems assessed by the study are:

- Critical shortage of adequate housing provision.
- Overloaded public utilities & physical infrastructure.
- Constraints on economic and commercial activities.
- Deficiency of social infrastructure (schools, health clinics etc.).
- Limited institutional capacity for effective urban management.
- Limited finances for economic and social investment.

In addressing these problems, the study concentrates on the structural infrastructure of the city, and wants to constitute a framework for grounding the different plans and strategies – namely the Master Plan (see 9.3) – into evidence-based planning.

In doing this, it does not present a conventional development plan with directly-implementable recommendations, but rather a set of potential priority projects and target interventions to address the major development challenges identified within a city-wide development vision for 2035.

Portfolio of Projects

1. Pilot sites & services scheme
2. Planning of 'guided squatting' programme
3. Land management for housing
4. Pilot project for upgrading of informal settlement(s)
5. Water demand & supply feasibility study
6. Rehabilitation of Yoontoy water plant feasibility study
7. Water sector management strategy
8. Human waste management strategy
9. Solid waste management strategy
10. Surface water drainage management
11. Power sector generation and distribution feasibility study
12. Power sector management strategy
13. Transport development strategy
14. Transport management strategy
15. Port technical rehabilitation & refurbishment
16. Port management strategy
17. Institutional development for urban management
18. Economic development study

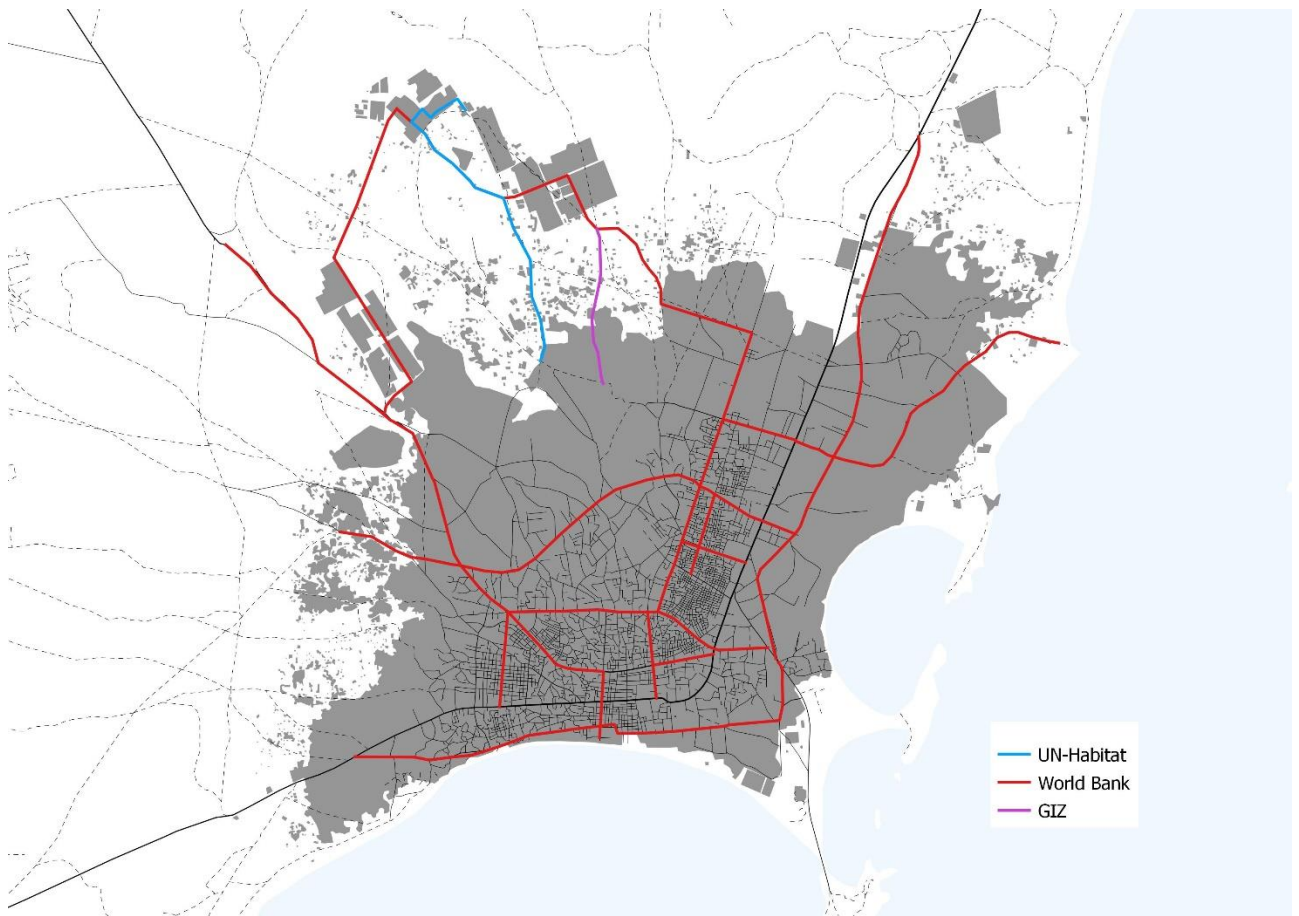


Figure 22 Road infrastructure projects in Kismayo

9.5 Main Urban Infrastructure Projects

Several infrastructure projects have been completed, are undergoing or planned. As mentioned, not all of them align with the Kismayo Master Plan.

Among these, the World Bank funded Somalia Urban Investment Planning Project (SUIPP), implemented by UNOPS, is entering pre-implementation phase, and will redevelop several roads within the urban areas of Kismayo, for a total of about 32km.

As mentioned in 6.2, GIZ is currently exploring the feasibility of several infrastructure projects to increase the water sources of the town. GIZ has also built an access road for the Midnimo Village.

Under the Midnimo Project IOM and UN-Habitat are implementing one of the main axes to the Midnimo Village, with a total span of 3.6km.

9.6 Somalia National Development Plan

The Ninth Somali National Development Plan 2020-2024 (NDP9) is a nationally owned and comprehensive strategy for poverty reduction and inclusive growth.

Differently from the previous national development plan, the NDP9 does not divide strategic intervention across geographical regions, but presents a comprehensive strategy to reduce poverty in Somalia that is organized around four pillars:

- inclusive politics
- improved security and the rule of law
- inclusive economic growth
- improved human development

Nonetheless, it is possible to identify the following thematic sector which directly involve Kismayo and Lower Juba region spatial development:

- International Trade.

Kismayo has one of the main ports of Somalia. However, for its proper expansion, several interventions would be needed, including cargo-oriented commercial facilities, as well as onshore infrastructure, cold chain for fisheries, etc.

Aviation is also a major asset for the city and at country level, considering that Kismayo Airport is one of the four international ones (together with Mogadishu, Hargeisa and Garowe), but to operate at scale it would need major investments.

The integration of port and airport with the road infrastructure is also reputed a must. Investment in infrastructure could allow the resumption of cross-border trade and trigger sustainable economic development and inclusive job creation. This would also require to better link such infrastructure development projects with urban and territorial planning that takes into account the specific challenges and opportunities for tertiary urban centres along the corridors.

- Industry and Manufacturing

Kismayo was, before the civil war, one of the few industrial nodes in Somalia, focusing in sectors

like fish-canning and meat processing. Over the past two decades, some small-scale plants have re-opened and new ones created with both Somali diaspora entrepreneur and international investments in light manufacturing. The sector is expected to grow, also driven by growing urbanization and consumption financed by remittance. The strategic position of Kismayo and its port makes it a potential main player for the development of the Somalia industry, but several constraints need to be overcome:

- as lack of financing for business,
- lack of technical skills,
- lack of supportive regulatory environment.
- Construction

Kismayo is a rapidly growing city, and investment in infrastructure and housing will continue to drive the construction sector. This will have to be sustained, however, by proper urban planning, along with increasing effort into land administration and disputes resolution mechanism.

Climate Resilience

The NDP9 identifies building resilience to climate shocks as a cross-cutting priority.

The importance of this theme cannot be understated given the region's vulnerabilities to drought, floods, and now locusts.

Referencing the 2018 Recovery and Resilience Framework (RRF), the following broad areas of intervention by non-governmental organizations, FMS, and FGS are identified for South West State:

- Agriculture
- Transport
- Water supply and sanitation.