



Transport and De-mining Steering Group - Briefing on WFP Roads and De-mining.

11/01/07

1. De-mining activity.

WFP has contracted the services of several de-mining companies, and all tasking and coordination is carried out with UNMAO. These tasks are in direct support of the roads contractors.

MAG.

MAG has completed survey and clearance tasks and has handed over all equipment.

RONCO.

Surveys on the Juba-Bor road indicated that the road was too wet to start operations, so work has switched to the Juba Keyalla road. Currently Ronco is clearing remaining DA's to 26 m width on the Juba-Keyalla section, and Moli-Juba roads. In coordination with USAID Ronco are also clearing extra areas around key bridge sites to enable the bridges to be launched this dry season.

2. Road repairs quick update.

a. Kaya-Faraksika.

The road section from Kaya to Kombo is in poor repair due to movement of traffic in the wet. There are still no weigh bridges and traffic is routinely overloaded. It has been reported trucking companies are moving loads from two Lorries to one at the border to reduce their costs, but obviously increasing axle loads to unacceptable levels. Road repairs have been concentrated on the worst spots on the Kaya-Yei section, but due to levels of traffic (it is estimated over 2000 vehicles per day travel this road to Yei) more work will be required to keep this road open all year round.

b. Faraksika – Rumbek.

This contract is nearing completion. A further maintenance contract will be required in 2008.

c. Yei-Juba

This road was heavily damaged due to high water tables from flooding/rain events causing soft roads to be damaged by the unregulated trucks. A maintenance contract is ready for this road, but GoSS funds are awaited before starting.

d. Nimule – Juba.

No road works are being carried out since the completion of the initial contract at the end of 2006. (see de-mining for works on this road.)

e. Rumbek – Shambe.

The contractor was continuing to work on the section Payii to Shambe section when flooding of large areas from burst river banks stopped work on 16th August. The contractor has recently started repair of the curt sections, and the road to Yirol from Rumbek is now open to traffic again.

f. Rumbek-Tonj. (no change)

This contract is complete. Maintenance contract will be signed in July 2007. . (Currently pending confirmation of GoSS funds transfer)

g. Tonj-Wau.

This contract is complete with defects liability period running until January 2008. NOTE – it now takes 3 to 3.5 hours to travel Rumbek to Wau – whereas before repairs it would take 1 to 2 days, and be closed for large periods in the wet season.

h. Jekou Bridge.

This contract was complete in 2006, and includes a bridge and 20km road access to link Gambella to Jekou.

i. Narus- Juba.

The road contractor has stopped due to insecurity past Liria, and lack of funds to continue. Approximately 40km remain to be graveled. A maintenance contract for the section Kapoeta to Juba will be signed in 2007. (Currently pending confirmation of GoSS funds transfer)

j. Juba-Bor.

The original contract finished end of February 2007. A maintenance contract will be signed in August 2007, and will include the remaining 70km of gravelling. (Currently pending confirmation of GoSS funds transfer).

k. Bor Dikes and roads.

The road Mabiior-Maar has been completed. Work has been suspended on the North Bor dikes due to heavy rainfalls in august flooding the area. Damage has again been caused on these roads by Oil companies.

l. Nadapal-Kapoeta Maintenance.

The road has been maintained and is now complete. It is recommended that there should be another routine maintenance contract in place for 2008.

m. Wau-Abyei.

Work progresses from Kwajok South and North, despite major obstacles on materials present. GoSS has funded another USD4.5 million which will fund the road to Wunrok at Lol River. A temporary suspension of works has taken place due to wet conditions form flooding events. Work will resume in January when the ground will be drier. There are no cost implications from the suspension.

n. Mabiior-Malakal.

The road has been largely completed up to Duk Padiet. Work stopped on 1st November following the killing of one GTZ driver on the road by suspected militia. Working with the Governor, MOTR and local authorities on the ground WFP and GTZ have managed to get increased security for the project and it restated on the 19th November.

Constraints.

Insecurity.

The killing of one driver on the GTZ-IS project in Mabior-Malakal road halted operations on the road for 19 days. No other incidents were reported in November to date.

Axle load / weight limitations;

Roads failed in the '06 rainy season without limits in place and did so again in the present 07 season. Heavily overloaded trucks are the norm in South Sudan, axle loads of over 22T have been found by WFP staff, and a disregard by most transporters to take care of the roads in the wet have led to wholesale destruction in places. It must be remembered that large sections of road have now been through two or in some cases three rainy seasons without maintenance – due to lack of or late funding.

WFP has limited its axle load limitations for its transporters, and has placed information signboards along roads indicating recommended axle load regulations. This has been done in consultation with the GoSS Ministry of Transport and Roads, and with various State ministries of Infrastructure.

At present there are still no weigh bridges in country, and WFP is now seeing damage being done to roads on a daily basis. Probably the biggest cause of problems is the overloaded fuel delivery tankers – routinely carrying over 60,000l fuel.

Barriers:

WFP has initiated a barrier system, with a basic design for a barrier to be put in place and manned by State Govt. to close the roads when wet.

All barriers have been manufactured and 100% delivered to final destination.

50 barriers have been delivered to sites and so far 45 number have been installed but are so far not manned.

Bridges.

Over the past few months there have been numerous cases of problems with bridges. A number of these have been on roads with WFP contractors, and dealt with, others have fallen outside our current scope of works and are briefly described below, as well as actions taken;

- a. Bandame. This bridge has failed several times, and WFP has carried out minor repairs to keep traffic moving until UNOPS fix the UNMIS donated bridge.
- b. The situation of who is funding and implementing bridge repairs under USAID funds in particular is confusing at present and needs clarification.

3. Other activities:

a. HIV / AIDS.

Awareness training with WFP and ARC has been successful to date, but currently WFP lacks funding to continue this vital work and to expand it to de-mining crews.

b. Airstrips.

The Goss has given WFP funds to rehabilitate, to the same standard as Rumbek, the following 5 airstrips – Torit/Bor/Yambio/Aweil/Capital Warrap state. Surveys have been completed in Bor, Aweil and Torit, and will be soon ongoing in Yambio. Final design drawings are being discussed with the GoSS and State ministries for final approval.

Also WFP is panning to rehabilitate the Nassir airstrip. (funding is an issue)

4. **FUNDING.**

The SO has been extended with BR5 and the current status is:

programme	Total Programme amount of funds required	funds received (to date)	shortfall
	USD		USD
SO 10368 (phases 2 to 4)	252,069,217	234,565,836	17,503,381

GoSS funds. (approx 55 Million USD)

A new payment schedule has been drawn up with MOTR and agreed with WFP. Money has still not been received despite assurances of payment since November, however it is expected soon so that these important road projects are able to start.

Other Items remaining to be funded under programme include:

- Programme support costs
- Maintenance on several road sections
- HIV/AIDS awareness training costs
- Nassir airstrip
- Emergency structures repair
- Programme socioeconomic report preparation

For questions on the roads contact the

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