



W.F.P. SUDAN PROGRESS REPORT ROAD REPAIR AND DEMINING ACTIVITIES AS AT END September 2006

This report is intended to give a brief overview of the project history, and its progress to date. Further questions can be directed to the Project manager – Thomas.thompson@wfp.org

Summary of project details, progress and impact

1. Project Objectives

- Provide peace dividends, contribute to conflict prevention and confidence building;
- Facilitate IDP/Returnee movements and resettlement;
- Improve access by road, linking Kenya and Uganda to Sudan, South to North and the River Nile to the road network;
- Reduce cost of access to food and food production;
- Reduce the flooding of villages and agricultural area in the Bor Counties, contributing to improved access, living conditions and improved food security;
- Stimulate the transportation sector, commercial activity and self-sufficiency; and
- Reduce transport cost of humanitarian operations.

2. Project Data for Special Operation (SO) 10368.

(Note – phase 1 January 2004 – October 2004 was carried out under EMOP – details of phase 1 achievement/funding/lessons learnt can be requested from Thomas.Thompson@wfp.org)

“**Before & after**” photos could not be sent in this report due to file size restrictions, but are available on request to the WFP Roads Programme Manager. Please refer to the new progress map in annex I

SO 10368 summary of works to date.

A. De-mining.

WFP has tendered out the following roads for de-mining to 26m width in support of the road repairs;

- complete known Dangerous Areas (DA's) on
 - Nimule-Juba
 - Juba-Bor
 - Torit-Juba
- survey and hand over and / or clear to handover to contactors;
 - Juba-Mundri
 - Wau-Abyei
 - Mabior-Malakal

Ongoing works by (mine action group) MAG on Rumbek to shambe and Rumbek to Wau, and (Norwegian Peoples Aid) NPA on Yei-Juba.

B. Road Repairs.

PHASE-2

Project Name	CONTRACTOR	Overall Length Km	length to be repaired km	Contract Sum US \$	Contract start	Paid/accrued to end month US\$	Length completed cumulative KM	notes
Kaya-faraksika	Civicon	263	180	6,290,684.00	18/01/05	6,290,684.00	180	1
Faraksika-Rumbek	Civicon	316	177.3	9,711,700.00	18/01/05	7,960,000.00	177	2
Rumbek-Payii River	Hayer Bishan Singh	98	98	6,236,571.00	18/01/05	5,088,021.00	98	3
Yei-Juba	Hayer Bishan Singh	165	165	10,115,703.00	18/01/05	8,950,000.00	155	4
Rumbek-Tonj	Civicon	130	100	7,697,357.00	16/01/06	4,495,256.00	95	
Narus-Juba	GTZ-IS	338	338	19,113,862.00	01/01/05	16,418,030.00	240	
Juba-Bor	GTZ-IS	188	100	6,291,203.00	01/01/06	4,650,904.00	89	
Bor Dikes	GTZ-IS	135(road) 70 (dike)	135 road, 20 dike	10,553,432.00	01/01/05	9,650,458.00	135 (road) 20 (dike)	
Jekou Bridge	CIDRI	20km road and 1 bridge		681,440.00	01/03/05	681,440.00	20km road and 1 bridge	
Nimule-Juba	Kirinyaga Construction	188	188	2,852,478.00	18/01/05	1,882,047.00	140	5
Rumbek Airstrip Maintenance	Civicon			49,000.00		47,948.00	complete	
TOTAL %		1711	1501.3	79,593,430.00		66,066,840.00	1329	
			88%			83%		
Notes								
1	Granted ext time 41 days.							
2	VO1 increased costs by 919,897.5 for rumbek airstrip renovation. Further 1,868,304 approved (SI no 5) for							
3	costs increased by 92,308.48(VO4) for the re-alignment of Payii river bridge. Further 1,148,549 approved (SI no							
4	Approved 1,566,890 (VO 6) to complete gravel works to Juba.							
5	Contractor currently out of contract from Feb 17th 06, and under penalty clause for late completion.							
6								
7								
8								
9								

PHASE-3 06/07

RFP No 116/06/2004 - Emergency Roads repair in South Sudan - PHASE 3 (submitted 25-07-2005)

Project Name	CONTRACTOR	Overall Length Km	length to be repaired km	Contract Sum US \$	Contract Start	Contract sum expended US\$	Length completed cumulative km	notes
TONJ - WAU	Civicon	88	58	6,025,283.58	08-09-2006	waiting 1st certificate	10	
WAU - ABYEI	Civicon	237	await scoping	14,035,718.26	10-11-2006	NA	NA	
PAYII RIVER - SHAMBE	Hayer Bishan Singh	82	await scoping	5,447,540.03	21-11-2006	NA	NA	
JUBA - MUNDRI	Hayer Bishan Singh	175	await scoping	11,389,531.82	01-10-2006	NA	NA	
MABIOR - MALAKAL	GTZ	250	await scoping	9,271,151.00	01/11/2006	NA	NA	
Bor Dikes	GTZ	50(dike)	50	to be finalised				1
notes.								
1	Funded by money from GoSS.							

MAINTENANCE 06/07

RFP No 001/03/2006 - Roads Routine Maintenance and Repairs in South Sudan (submitted 05-05-2006)

Project Name	CONTRACTOR	Overall Length Km	length to be repaired km	Contract Sum US \$	Contract Start	Contract sum expended US\$	Length completed cumulative km	notes
NADAPAL - KAPOETA	GTZ	110	await scoping	2,430,012.08	01/11/2006	NA	NA	
FARAKSIKA - RUMBEK	Civicon	316	await scoping	2,266,100.00	03-11-2006	NA	NA	
KAYA - FARAKSIKA	Hayer Bishan Singh	263	await scoping	2,997,082.88	15-10-2006	NA	NA	

C. HIV/AIDS

ARC continues with Awareness training on roads being constructed by WFP, and with local communities along the routes. A summary of main indicators for August is shown below.

Indicator	Number
COMMUNITY OUTREACHES	
Number of outreaches held with the construction crews	3
Number of crew members attending an outreach	70
Number of outreaches held in the community	6
Number of community members attending	295
Number of IEC/BCC materials distributed	879
PEER EDUCATION	
Number of construction crew contacts	
Number of community contacts	
Total contacts	599
Number of IEC/BCC Materials Distributed to the construction crew	266
Number of Referrals	337
CONDOMS	
Number of condoms distributed	1200
Number of condom distribution sites set up in the crews or community	1
Number of Workshops conducted for Secondary Audiences	1
VCT	
Number of people utilizing mobile VCT services	12
Number of females tested for HIV	5
Number of males tested for HIV	7
Number of HIV positive females	0
Number of HIV positive males	0

D. Capacity Building

- Approximately 1,100 people are employed on the projects. This will rise in the coming months as the new contracts start.
- The Maintenance programme starting now contains a large element of labour based interventions and WFP is coordinating with State Ministries and GoSS MOTR on use of personnel for training on the job in road maintenance activities, with the idea to leave behind a pool of skilled labour resources for the states to be able to use to maintain their roads.
- All contracts encourage our commercial contractors to employ and train local staff, and GTZ-IS has a large training programme targeted at Sudanese Nationals working on their projects. The Kapoeta School Of Engineering built by WFP with GTZ has been handed over to the MOTR. 31 trainees have passed through the school so far on a basic course, and currently MOTR is devising a curriculum targeted specifically on the roads sector for implementation in the near future.
- WFP currently has 4 Sudanese Engineers employed or seconded from the ministry. Also a further 6 Sudanese Engineers are seconded to the FWP Supervising Engineer companies on road across Southern Sudan.
- A follow up on the Asset management course for 10 state ministers and Goss is being undertaken, with the planning map for the ministers ready and approved by MOTR.

- In conjunction with JLC the programme is setting up an office in Juba to house GIS specialists and train ministry staff to create an inventory of the WFP roads for future use/planning.

3. Funding status, SO 10368.

The total amount of the SO 10368 is	US\$ 182,667,823
Funding given to date:	US\$ 176,907,577
Therefore funding shortfall to date is	<u>US\$ 5,760,246</u>

The ongoing SO has a shortfall of US\$ 5,760,246

The GoSS Ministry of Transport and Roads has also asked WFP to extend its current maintenance programme to include all roads under its programme for the year 2007. This is currently being discussed with all stakeholders and figures are being planned for 2007.

4. Impact to date,

Starting July 2005, a basic impact assessment form is filled out by interviewing “people on the road.” These surveys continue to date, and bear out findings below. A database is being established. Some preliminary (qualitative) findings include:

- Travel time for people accessing markets and health centers etc. has been cut in half along major routes. People are able to access more markets since the repairs began;
- Safety along routes has been reported as vastly improved;
- Cost of public transport has been decreased by as much as 50-60% in some cases along repaired sections. This has led to an increase in the number of people using the roads by matatu / trucks/ bus. Bicycle use has also increased; Daily bus services are operating on all opened routes;
- Prices of basic commodities have fallen, but in some areas (e.g. near contractors and NGO camps etc.) some prices have risen, due to demand, e.g. for cows and goats in Rumbek e.g. Cement in Juba has fallen from US\$29 per bag to 17 over the last three months.
- All interviewees have confirmed that the road repairs have facilitated the return of displaced people by all factors mentioned above;
- Some expressed the need for connecting the more outlying villages to the trunk road network.
- Peace dividends are clearly visible and tangible. People are hearing about the development activities, seeing the repaired roads, and looking for employment. Some 300 Sudanese are employed on the demining programme and approx. 1400 Sudanese on the road repair programme;
- Increased small-scale trade has led to increased availability of essential supplies like foodstuffs, beverages, medicines etc at a reduced price, due to reduction in transportation costs.
- Easier access for humanitarian and recovery assistance, to more locations by road, with FFW feeder roads linking into previously isolated communities increasing access to schools, health centres and market centers;
- Some 180km² of land has been reclaimed by the trunk- and community dykes in Bor counties, to facilitate resettlement. Crop yields have increased (less destroyed by floods);
- In areas of tribal conflict – such as Kapoeta and Budi counties borders, small initiatives with the local communities has helped ease tensions surrounding projects, and helped with conflict resolution on the ground.
- On the W. Corridor linking Uganda to Sudan, WFP Commercial contracted transport rate has reduced by 40% within 2.5 years of road repair work. Costs are expected to reduce further when repairs reach final destination (Rumbek), as well as on the Eastern Corridor when Torit and Juba are reached;

- Since the road was repaired, WFP moves on average 2500 MT of relief food monthly on the W. Corridor, as compared to 800 MT in 2001-2002 when the road was in poor condition. The food now brought in by road would previously have been delivered by air at a much higher cost. Convoy turnaround times have improved by 100% (to 5 days), and trucking capacity has almost doubled;
- Overall in the South, the percentage of road transport vs. air transport for food deliveries has increased significantly. In 2003/2003 before repairs, road transport took up some 20% of deliveries. In April 2005, for the first time road transport was higher than air transport, at 58%. For the months of January, February and March 2006 WFP has been airlifting less than 7% of its food by air, with the rest being transported by road. This has huge cost saving benefits to the WFP operation, which highlight the need for continuation of road repair and more importantly Maintenance to protect the investment already put into the project.


5. Constraints.

- Weather has been a key factor in the last few months, with the usual rains being heavier than anticipated this year. This makes working conditions less than ideal for road construction leading to delays, and higher costs per km. (this could have been largely avoided if funding had been given on time)
- Security related problems remain, but many issues were dealt with during September, including the re-start of GTZ on the Torit-Juba and Juba-Bor roads. SPLA have deployed more troops to these areas and this has enabled operations to begin in safety following the attacks on these roads in July. Also problems along the Rumbek to Faraksika and Wau roads have slowed operations down.

Heavily loaded trucks (up to 22T on one axle has been documented) carrying goods into Sudan, and logs from Sudan to Uganda, are having disastrous effects on certain sections of road – namely Kaya – Yei, where repairs under ph2 have not yet been carried out. Sections of road once in good condition have rapidly deteriorated leading to extra works in areas along the road, and emergency


- The funding shortfalls and delays have been a large reason for delays and inefficient working in the dry season throughout the project, the MDTF contribution was finally released in August by the World Bank, and combined with the GoSS donation received in July the project is now well placed to realise its initial goals this coming dry season. Wau Abyei funding remains short by approx US\$10 Million and this is required by end of 2006 to be able to complete this road.
- Heavily loaded trucks (up to 22T on one axle has been documented) carrying goods into Sudan, and logs from Sudan to Uganda, are having disastrous effects on certain sections of road – namely Kaya – Yei, where repairs under ph2 have not yet been carried out. Sections of road once in good condition have rapidly deteriorated leading to extra works in areas along the road, and emergency interventions to keep the road open. This leads to inefficient working and more road repairs than anticipated, straining funding. WFP have in conjunction with the Ministry of Transport and Roads designed information signs highlighting the recommendations. (See annex II).

ANNEX II. Information sign with MOTR/WFP. Currently being placed on WFP repaired roads.



UN World Food Programme.

Emergency Road Repair Project



The Ministry of Transport & Roads
Government of Southern Sudan (GOSS)

**Information Signboard - DO NOT travel on the roads when raining STOP
and WAIT 6 Hours minimum until the roads are dry.**

DRY SEASON USE – Heavy Goods Vehicles over **8T** axle loads **WILL** damage the roads.

WET SEASON USE – Heavy Goods Vehicles over **5T** axle loads **WILL** damage the roads.

***PLEASE LOOK AFTER THE ROADS FOR SOUTHERN SUDAN'S
DEVELOPMENT !***