



SUDAN RECOVERY FUND – SOUTHERN SUDAN

PROGRESS UPDATE : NOV 2010

Round 3 : Jonglei Stabilization

UNDP Southern Sudan

1. Round 3 – Jonglei Stabilization Programme

1.1 Overview:

- 1.1.1 October 2009: At the SRF Steering Committee meeting of 28 October, the Concept Note for the Jonglei Stabilization Programme was endorsed. This concept entailed a labour-based approach to the Bor-Pibor road in Jonglei. UNDP commenced programming, including fielding two engineers to Bor, procurement of required equipment, and undertook trainings for State Ministry of Physical Infrastructure personnel.
- 1.1.2 December 2009: At the SRF Steering Committee meeting on 7 December 2009, the Chair of the Steering Committee, H.E. the Minister of Finance and Economic Planning clearly stated his concerns about the labour-based approach. UNDP was requested to review scenarios for different approaches to the road, noting in particular the need for delivery in the current dry season, given that the road is intended to address the security situation.
- 1.1.3 January 2010: the Governor of Jonglei requested a change from a labour-intensive to a mechanized approach. This decision was based on discussions between the Ministry of Finance and Economic Planning, the Ministry of Roads and Transport and the Jonglei State Government, and in particular the need for the works to proceed immediately - during the dry season.
- 1.1.4 In follow up discussions with the Ministry of Finance and the Ministry of Roads and Transport, the Government requested UNDP to support a new mission to review options for the road. The findings and results of this process was submitted to the Steering Committee for consideration.
- 1.1.5 February 2010: From 9-10 February, a joint assessment team – with engineers from GoSS MoTR, Jonglei State Ministry of Physical Infrastructure (J-MoPI), UNDP and WFP – surveyed the 200 km road from the rain barrier around Bor airstrip to the Pibor airstrip. The team's findings and subsequent consultations and research provided the basis for a revised labour-based and mechanized approach, due to potential challenges in sourcing gravel wearing course as well as raising, compacting and installing drainage over a 200km roadway.

- 1.1.6 A revised proposal was prepared and submitted to the Technical Secretariat for submission to the Steering Committee. The Steering Committee did not meet until 31 March 2010, and was closed early before a decision on the proposal was agreed.
- 1.1.7 June 2010: In the absence of a Steering Committee decision on the new approach, the Ministry of Finance and Economic Planning undertook a silence procedure to confirm the change in approach; however, the silence was broken, and the approval was not obtained.
- 1.1.8 July 2010: The SRF SC approved an integrated, labour-based and mechanized approach for constructing the Bor-Pibor road through a silence procedure. UNDP Launched an Expression of Interest to identify and select an experienced and qualified Participating UN Organization to manage the construction of the Bor-Pibor road through a labour-based and mechanized approach. UNOPS was the only specialized UN agency that submitted an EOI. UNDP and UNOPS commenced planning for implementation.
- 1.1.9 September-October 2010: The Governor of Jonglei State subsequently informed that, due to the delays, a private construction company had been commissioned to construct the Bor-Pibor-Pochalla road. The Governor requested the Chair of the SRF, H.E. Minister of Finance and Economic Planning (GoSS), to consider reallocation of USD 15 million to construct the Akobo-Pochalla road, along Jonglei State's eastern border with Ethiopia. The Ministry of Finance and Economic Planning undertook a new silence procedure on 9 October, which was subsequently approved, for the shift to the Akobo-Pochalla road.
- 1.1.10 UNDP and UNOPS immediately undertook detailed programme design, including through a joint GoSS-UN reconnaissance mission to conduct an aerial assessment of the Akobo-Pochalla road. Programme documentation has been finalized and submitted for IMAC review to take place on 8 November 2010.
- 1.1.11 Note that UNDP has been pre-financing activities for the Jonglei Stabilization Programme, as no transfer of SRF funds for the JSP has been received by UNDP to date. Therefore, no financial expenditures against SRF funds are available.
- UNDP is requesting that the SRF allocation be applied post-facto to cover the UNDP funds already extended.

1.2 JSP Output 1 – *State-managed radio station established in Jonglei:*

- 1.2.1 UNDP has advertised a Request for Proposals (RFP) to commission Technical Design Study on a State Managed radio station. Bids received on the *Technical Design Study* for establishing the Jonglei State-managed radio station in October 2010. Opening, technical and financial evaluation was completed jointly, by UNDP and Jonglei State Government counterparts (i.e. Jonglei State Ministry of Finance, and State Ministry of Information and Communication).
- Contracts and deployment of technical experts are pending receipt of funds from the SRF. They can be deployed by mid-November 2010.
- 1.2.2 UNDP advertised a Request for Quotations (RFQ) for civil works to clear and fence the construction site for the state-managed radio station in Bor, and the bid opening and evaluation has been done. Services are able to commence in early November 2010.

- Contracts and deployment of technical experts are pending receipt of funds from the SRF.

1.3 JSP Output 2 – Labour-based and mechanized construction of Akobo-Pochalla Road:

1.3.1 On 11 October 2010, UNDP led a joint GoSS-UN reconnaissance mission to conduct an aerial assessment of the Akobo-Pochalla road. The mission included technical experts and officials from the SPLA, J-MoPI, UNDP, United Nations Joint Logistics Centre (UNJLC), UNMAO, UNOPS, UNRCO and the SRF Technical Secretariat. The mission findings were:

- The Akobo-Pochalla road has not been used in over two decades and no longer exists, due to overgrowth of grass and bush. Length of the road was estimated at 170 km, based on GPS coordinates and tracking by the United Joint Logistics Centre (UNJLC).
- Conflicting and unreliable information received on landmine/UXO contamination requires that the road be cleared by the United Nations Mine Action Office's (UNMAO's) contractor, Mechem, prior to any construction works. Clearance of the road's width should be widened from 8 meters to 12 meters, at an extra cost of USD 550,000.
- Construction of a bridge over the Pibor river, south of Akobo town, is required to connect with the road to Pochalla.

1.3.2 The Governor of Jonglei has approved UNOPS as participating UN organization (PUNO) for implementing Output 2 of the JSP – i.e. labour-based and mechanized construction of the Akobo-Pochalla road on 27 October 2010.

1.3.3 UNDP's request for a Bailey (prefabricated) bridge was approved by UNMIS on 19 October 2010 at no extra cost to the JSP. UNOPS Bridge Engineer deployed in early November 2010 to assess positioning of the bridge in Akobo.

1.3.4 As part of the capacity building and sustainability strategy of the JSP, a UNV Engineer was recruited and deployed by UNDP to the Jonglei State Ministry of Physical infrastructure in October 2010, to provide technical support to state counterparts and quality assure construction works of the JSP at State-level.

1.3.5 Mechem, UNMAO's mine clearance contractor, has reported to have its clearance team on site in Pochalla by Friday, 12 November 2011.

- Deployment of additional operators and machines by Mechem to clear the road by an extra width of 4 metres is pending the transfer of funds from the SRF to UNOPS for finalizing contracting and payment procedures.