

RURAL INFRASTRUCTURE STRATEGY IN SOUTH SUDAN

FWC BENEFICIARIES 2013, Lot 2 Transport & Infrastructures
EuropeAid/132633/C/SER/Multi, Specific Contract Nr 2015/356308/1
Mission implemented by TIEG EEIG - Final Report (July 2015)

Executive Summary

The European Union has funded a Technical Assistance (TA) contract to support the development of a "Rural Infrastructure Strategy in South Sudan".

The main relevant documents were collected and the Team of Experts undertook a desk review in order to develop a more detailed understanding of the scope of the project.

They also identified, in close consultation with the EUD and members of the Steering Committee (World Bank, DfID, and USAID) and other Donors, a list of stakeholders who were met during this specific TA.

The TA's methodology is clearly articulated in the mission's Terms of Reference (ToR) and it was largely discussed among the different key stakeholders that were consulted during the overall mission in South Sudan.

As per the ToR, the team of consultants was requested to prepare and present a strategic vision of rural infrastructure needs in South Sudan.

The global objective of the assignment was to facilitate donors and partners to align behind a single strategic approach to rural transport infrastructure in South Sudan, including feeder roads, trunk roads, bridges, waterways, airports, airstrips, helipads and railways in order to:

- i. Facilitate and reduce the cost of delivery of humanitarian aid;
- ii. Facilitate the functioning of markets, with options for a gradual transition to a more sustainable longer-term development if and when a more enabling environment exists; and
- iii. Support a structural improvement in food security.

The specific objective was to prepare and present a strategic vision of rural infrastructure needs in South Sudan alongside an analysis of current interventions (coverage, duplications, quality) with gaps between the two and identification of blockages (bottlenecks) to delivery.

This assignment delivers a set of practical options outlining key transport investments required from a joint humanitarian and development perspective, depending on the different relative weights put on (i) (ii) and (iii) above.

The focus has included an estimated costing of both the initial capital outlays and future maintenance expenditures, and recommendations have been made.

The team started the mission in Juba (South Sudan) on April 27, 2015 and left the country by May 23, 2015.

The team of experts met with the main stakeholders in Juba and regularly reported to the EUD during the assignment. The team discussed preliminary and more advanced findings, as well as recommendations together with the reference group, composed of the EUD and other Donors/stakeholders.

Two (2) Workshops were held in Juba at the EUD HQs, respectively on May 7 (for the presentation of the Inception Report) and on May 22 (for the presentation of the main findings related to the Draft Final Report).

This Final Report (FR)-submitted in early July 2015-, after the Introduction, has been structured in **Seven (7) Chapters and eight (8) Annexes** as follows:

The **Introduction** refers to a brief situation analysis of the country, and of the transport/roads

sector.

Chapter One (1) is focussed mainly on rural infrastructure and on how to develop a rural infrastructure strategy for South Sudan for the next five years (2016-2020) while some main objectives and methodology are outlined.

Some main elements have been taken into consideration in the situation of South Sudan as:

- Keeping the main hubs for humanitarian supplies and development open
- Maintenance of all existing roads which had been constructed according to designs and technical standards
- Building up the capacity within the national and State Ministries by involving counterparts in all working processes required for construction, supervision, management and planning of maintenance of roads.

Chapter Two (2) deals with National Transportation in South Sudan, indicating the vision, goals and policy for the future. Among other issues, a particular focus is given to the Rural Transport Policy and to the need for a thorough reappraisal of the role and scope of policy in the realm of rural transportation.

Chapter Three (3) is dedicated to rural transport infrastructure and market development for improved agriculture, food security and livelihoods in South Sudan. Agriculture/Development and Transport Infrastructure are closely related and the two have to work together to ensure that what the farmers produce gets to the consumer or market in an effective and efficient manner. An overview of rural infrastructure experiences and needs is given for South Sudan, indicating possible solutions.

Chapter Four (4) is related to the Roads Sector in South Sudan and to the main challenges ahead, with particular attention to Donors' intervention in the sector.

Chapter Five (5) deals with the situation of the Transport Sector as a whole, indicating some possible scenarios and options for development. Some transport options and priorities are outlined for the different transport modes, indicating a methodological standpoint for an Infrastructure Program to be developed in the future with some potential to be taken into account in the definition of 2 scenarios for Donors' Intervention in the period 2016-2020.

Chapter Six (6) refers to a proposed rural infrastructure strategy for South Sudan for the period 2016-2020, with the indication of the scope, priority road selection criteria and preliminary estimation of road costs and maintenance for 2 scenarios. A selection of feeder roads following some criteria is specifically indicated, while the suggested efforts or initiatives in the roads sector are described for the next years in relation to the 2 scenarios, pointing out the advantages and disadvantages of each scenario. An Action Plan with indicative investment plans, goals and objectives is outlined together with a budget for each of the 2 scenarios.

Chapter Seven (7) is dedicated to the Conclusions and Main Recommendations, from both the Transport and Agriculture development viewpoints.

Nine Annexes complement the Final Report. Specifically the mentioned Annexes are indicated hereafter:

- Annex 1 Key Information of the overall Report and Main Recommendations
- Annex 2: ToR of the Project
- Annex 3: Meetings and Interviews
- Annex 4: Bibliography
- Annex 5: Traffic Analysis Zones for South Sudan National Transport Master Plan
- Annex 6: Summary of Estimated Project Costs (Emergency Project for Rural Roads, WB)
- Annex 7: GOSS - Ministry of Transport, Roads and Bridges: List of Feeder Roads
- Annex 8: Key Features of the Main Corridors
- Annex 9: Scenarios 1 and 2 and estimation of related costs