
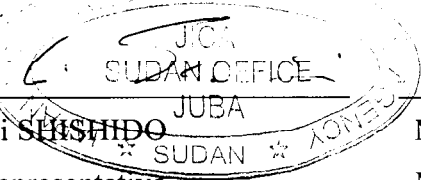




Record of Discussions
Between
Japan International Cooperation Agency
and
Authorities Concerned of the Government of Southern Sudan
on Japanese Technical Cooperation
“the Project for Enhancement of Operation and Management Capacity of
Inland Waterway in Southern Sudan”

Japan International Cooperation Agency (hereinafter referred to as “JICA”) represented by JICA Sudan Office, exchanged views and had a series of discussions with the Southern Sudanese authorities concerned with respect to desirable measures to be taken by JICA and the Government of Southern Sudan for the successful implementation of “the Project for Enhancement of Operation and Management Capacity of Inland Waterway in Southern Sudan”.

As a result of discussions, the JICA and the Southern Sudan authorities concerned agreed to recommend to their respective governments the matter referred to in the document attached thereto.

Juba, 22nd December, 2010



Mr. Kenichi SHISHIDO
Resident Representative
JICA Sudan Office
Japan



Mr. David Deng Athorbei
Minister
Ministry of Finance and Economic Planning
GOSS

THE ATTACHED DOCUMENT

I. COOPERATION BETWEEN JICA AND THE GOVERNMENT OF SOUTHERN SUDAN

1. The Government of Southern Sudan will implement The Project for Enhancement of Operation and Management of Inland Waterways in Southern Sudan (hereinafter referred to as “the Project”) in cooperation with JICA.
2. The Project will be implemented in accordance with the Project Document which is given in Annex I.

II. MEASURES TO BE TAKEN BY JICA

In accordance with the laws and regulations in force in Japan, JICA will take, at its own expense, the following measures according to the normal procedures under the Technical Cooperation Scheme of Japan.

1. DISPATCH OF JICA EXPERTS

JICA will provide the services of the experts as listed in Annex II.

2. PROVISION OF MACHINERY AND EQUIPMENT

JICA will provide such machinery, equipment and other materials (hereinafter referred to as “the Equipment”) necessary for experts and training activities as listed in Annex III. The Equipment will become the property of the Government of Southern Sudan upon being delivered on CIF (cost, insurance, and freight) to Southern Sudan authorities concerned at the ports and/or airports of disembarkation.

3. TRAINING OF SOUTHERN SUDANESE PERSONNEL IN JUBA, IN JAPAN, OR IN THIRD COUNTRY

JICA will receive the Southern Sudanese personnel connected with the Project

for technical trainings in Juba, in Japan, and in third country.

III. MEASURES TO BE TAKEN BY THE GOVERNMENT OF SOUTHERN SUDAN

1. The Government of Southern Sudan will take necessary measures to ensure that the self-reliant operation of the Project will be sustained during and after the period of Japanese technical cooperation, through full and active involvement in the Project by all related authorities, beneficiary groups and institutions.
2. The Government of Southern Sudan will ensure that the technologies and knowledge acquired by the Southern Sudanese nationals as a result of Japanese technical cooperation will contribute to the economic and social development of Southern Sudan .
3. The Government of Southern Sudan will grant in Southern Sudan privileges, exemptions and benefits as listed in Annex IV and will grant privileges, exemptions and benefits no less favorable than those granted to experts of third countries or international organizations performing similar missions to the JICA experts referred to in II-1 above and their families.
4. The Government of Southern Sudan will ensure that the Equipment referred to in II-2 above will be utilized effectively for the implementation of the Project in consultation with the JICA experts referred to in Annex II.
5. The Government of Southern Sudan will take necessary measures to ensure that the knowledge and experience acquired by the Southern Sudanese personnel from trainings and project activities will be utilized effectively in the implementation of the Project.
6. In accordance with the laws and regulations in force in Southern Sudan, the Government of Southern Sudan will take necessary measures to provide at its own expense:
 - (1) Services of the Southern Sudanese counterpart personnel and administrative

- personnel as listed in Annex V ;
- (2) Arrangements and facilitations as listed in Annex VI;
 - (3) Supply or replacement of machinery, equipment, instruments, vehicles, tools, spare parts and any other materials necessary for the implementation of the Project other than the Equipment provided by JICA under II-2 above ;
7. In accordance with the laws and regulations in force in Southern Sudan, the Government of Southern Sudan will take necessary measures to meet :
- (1) Expenses necessary for transportation within the Southern Sudan, of the Equipment referred to in II-2 above as well as for the installation, operation and maintenance thereof;
 - (2) Customs duties, internal taxes and any other charges, imposed in Southern Sudan on the Equipment referred to in II-2 above ; and
 - (3) Running expenses necessary for the implementation of the Project.

IV. ADMINISTRATION OF THE PROJECT

1. Director General of Directorate of River Transport, Ministry of Transport and Roads, Government of Southern Sudan, as the Project Director, will bear overall responsibility for the administration and implementation of the Project.
2. First Director General of Ministry of Physical Infrastructure, Central Equatoria State, as the Project Manager, will be responsible for the managerial and technical matters of the Project.
3. Port Manager of Juba River Port Authority, as the counterpart, will be responsible for the daily operation and management of the Project.
4. The JICA Chief Advisor will provide necessary recommendations and advice to the Project Director and the Project Manager on any matters pertaining to the implementation of the Project.
5. The JICA experts will give necessary technical guidance and advice to the Southern Sudanese counterpart personnel on technical matters pertaining to the

implementation of the Project.

5. For the effective and successful implementation of technical cooperation for the Project, a Joint Coordinating Committee (JCC) will be established whose functions and composition are described in Annex VII.

V. JOINT EVALUATION

Evaluation of the Project will be conducted jointly by JICA and the Southern Sudanese authorities concerned, at the middle and during the last six months of the cooperation term in order to examine the level of achievement.

VI. CLAIMS AGAINST JICA EXPERTS

The Government of Southern Sudan undertakes to bear claims, if any arises, against the JICA experts engaged in technical cooperation for the Project resulting from, occurring in the course of, or otherwise connected with the discharge of their official functions in Southern Sudan except for those arising from the willful misconduct or gross negligence of the JICA experts.

VII. MUTUAL CONSULTATION

There will be mutual consultation between JICA and Government of Southern Sudan on any major issues arising from, or in connection with this Attached Document.

VIII. MEASURES TO PROMOTE UNDERSTANDING OF AND SUPPORT FOR THE PROJECT

For the purpose of promoting support for the Project among the people of Southern Sudan, the Government of Southern Sudan will take appropriate measures to make the Project widely known to the people of Southern Sudan .

IX. TERM OF COOPERATION

The duration of the Project under this attached document will be four (4) years from the date of first arrival of the expert (s) in Southern Sudan (tentatively scheduled in March 2011).

X. COST SHARING OF THE PROJECT

Both JICA and the Government of Southern Sudan have jointly elaborated the details on cost demarcation and estimation for the implementation of the Project. The details of the cost sharing are shown in ANNEX VIII, which are the guideline for the both sides. The both sides should make joint efforts to secure the necessary budget allocation and its disbursement. Moreover, detailed budget will be consulted among the both sides each year according to the progress of the Project. The amount which is shown in ANNEX VIII is NOT committed by JICA side and the details of annual budget plan will be agreed through mutual consultation after the commencement of the Project.

ANNEX I	PROJECT DOCUMENT
ANNEX II	LIST OF EXPERTS
ANNEX III	LIST OF MACHINERY AND EQUIPMENT
ANNEX IV	PRIVILEGES, EXEMPTIONS AND BENEFITS FOR EXPERTS
ANNEX V	LIST OF SOUTHERN SUDANESE COUNTERPART AND ADMINISTRATIVE PERSONNEL
ANNEX VI	LIST OF ARRANGMENTS AND FACILITATIONS
ANNEX VII	JOINT COORDINATING COMMITTEE
ANNEX VIII A~C	COST DEMARCATION AND ESTIMATION

ANNEX I PROJECT DOCUMENT

1. Background

The importance of Inland Water Way in Southern Sudan cannot be overlooked. Since the Comprehensive Peace Agreement in 2005, which terminated fifty years of civil war and following establishment of the Government of Southern Sudan (GOSS), the re-construction of the country has been in rapid progress.

However the demand for goods for livelihood and construction works is increasing, the limited logistics capacity prevents the smooth socio-economic development of Southern Sudan. The road from north to south is forced detour to avoid the vast swamp. The inland waterway cannot accommodate enough goods due to the limited capacity of loading and unloading. Under the situation, the transportation into Southern Sudan heavily depends on air, which drives the pricing in Southern Sudan significantly high.

Facing the situation, the enhancement of management and operation capacity of inland waterway in Southern Sudan is in great need to improve the basic living standard of the people. Regarding its importance, the Government of Japan (GoJ), as a leading donor to the river transport sector in Southern Sudan, has made series of cooperations, such as the construction of dockling facilities, and installation of crane to launch the modern cargo handling in Juba River Port. The ongoing outline design study for Grant Aid project will propose facilities and equipments indispensable for modern port including about 200 m dockling facilities, installation of crane, fork lift, office building, warehouse. The Project is expected to increase the cargo handling capacity of the Juba River Port from 4,600t/M to 7,500t/M.

This Project is to enhance the operation and management capacity of Juba River Port, which will be improved by Grant Aid project, and to share the knowledge and experience to other ports in Southern Sudan.

2. Title of the Project

“The Project for Enhancement of Operation and Management Capacity of Inland Waterway in Southern Sudan”

3. Overall Goal

Inland water transport in Southern Sudan is facilitated and its capacity enhanced.

4. Project Purpose

- (1) Management capacity of Juba port is continuously strengthened.
- (2) Port management system established at Juba port is continuously shared among other ports in Southern Sudan.

5. Outputs

- (1) Roles and responsibilities of JRPA are established and executed properly.
- (2) Budget and accounting system of JRPA are established.
- (3) Facilities of Juba port are properly maintained and managed.
- (4) Cargos are handled safely and efficiently at Juba port.
- (5) Juba port is managed and operated safely, securely and environmentally-friendly.
- (6) Statistical data of Juba port are collected, maintained and utilized.
- (7) Knowledges and experiences accumulated at Juba port are shared among other port staff in Southern Sudan.

6. Activity

- 1-1. To review and analyse current situation of ports in Southern Sudan.
- 1-2. To clarify roles and responsibilities of each stakeholder (national and local governments, JRPA and shipping companies etc.) to create the common understandings of the port management system.
- 1-3. GOSS drafts divisions of roles among the ports in Southern Sudan.
- 1-4. GOSS drafts regulatory framework of port administration in Southern Sudan including JRPA.
- 1-5. To clarify the roles of each department of JRPA.
- 1-6. To prepare operation manuals at each department of JRPA.
- 1-7. JRPA operates Juba port according to the manuals.
- 2-1. To review current port operation at Juba port to propose improvement plans.
- 2-2. To review and analyze financial status of JRPA to propose improvement plans.
- 2-3. To review current usage of facilities at Juba port to propose improvement plans.
- 2-4. JRPA acquires basics of port accounting system.
- 2-5. JRPA drafts budget and accounting system including port tariff and leasing system of Juba port.
- 2-6. JRPA prepares and implements budget plan and accounting system of JRPA.

- 3-1. To review and analyze current maintenance and management conditions of facilities at Juba port.
- 3-2. To prepare and update a ledger for facilities at Juba port.
- 3-3. To prepare inspection manuals for port facilities.
- 3-4. JRPA inspects and maintains facilities of Juba port according to the manuals and the ledger.
- 3-5. JRPA monitors and records the depth of berths according to the manuals.
- 4-1. To review and analyze current cargo handling operation at Juba port.
- 4-2. To prepare cargo handling manuals for Juba port.
- 4-3. To organize technical trainings for cargo handling staff at Juba port.
- 4-4. JRPA handles cargos at the new terminal of Juba port according to the manuals.
- 4-5. JRPA establishes berth adjustment system at Juba port.
- 4-6. JRPA drafts a rule for cargo handling services at Juba port.
- 5-1. To review current situation of port management at Juba port
- 5-2. To prepare a security plan and implement exercises at Juba port.
- 5-3. To prepare fire fighting plan and implement exercises at Juba port.
- 5-4. JRPA drafts rules regulating port related service providers at Juba port.
- 5-5. To prepare a crisis management plan against disasters including oil spill and implement an exercise at Juba port.
- 6-1. To review existing statistical data at Juba port.
- 6-2. To design data collection format and system for Juba port.
- 6-3. To design database system and manuals for Juba port.
- 6-4. JRPA collects and analyze statistical data, then utilize port management.
- 7-1. To review and analyze current situation of port management and operation of other six ports.
- 7-2. To provide trainings and seminars for other six ports.

7. Project Design Matrix

The Project will be implemented within the framework of the Project Design Matrix (PDM) shown below. The PDM is an effective tool for managing and implementing projects. The PDM is characterized as follows:

- (1) PDM is a logically designed matrix which defines the initial understanding of the framework for the Project and indicates the logical steps towards the achievement of

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the Project Purpose

- (2) PDM is to be flexibly developed according to progress and achievement of the Project, upon agreement between the JICA and Southern Sudan sides.
- (3) It is also used as a reference for monitoring and evaluating the Project.

Project Design Matrix

Project Title: The Project for Enhancement of Operation and Management Capacity of Inland Waterway in Southern Sudan (Technical Cooperation)
 Term of Cooperation: 2011 ~ 2014 (Four years)

Target Area: Juba and other six ports (Mangalla, Bor, Shambe, Adok, Malakal, Renk) in Southern Sudan
 Direct beneficiary: Staff and users of Juba and other six ports Indirect beneficiary: The citizens of Sudan

Counterpart: Directorate of River Transport, Ministry of Transport and Roads, Government of Southern Sudan (GOSS/MTR/DRT)
 Ministry of Physical Infrastructure, Central Equatoria State (CES/MoPI)
 Juba River Port Administration (JRPA)

<p>Overall Goal Inland water transport in Southern Sudan is facilitated and its capacity enhanced.</p>	<p>-The fact that cargo handling capacities and performances at the ports in Southern Sudan are continuously enhanced. -The fact that the service levels (those targeted at outputs 3, 4, 5, and 6) of the ports in Southern Sudan are continuously maintained and improved.</p>	<p>-Volume of cargo handled at each port in Southern Sudan. -Interviews to port users.</p>	<p></p>
<p>Project Purpose 1. Management capacity of Juba port is continuously strengthened. 2. Port management system established at Juba port is continuously shared among other ports in South Sudan.</p>	<p>-The fact that the level of management and operation (those targeted at output 4) at Juba Port are continuously maintained and improved. -The fact that Juba port is operated and managed in accordance with the manuals prepared through the project. -The efforts that ex-participants of the trainings and seminars of the project share its knowledges and experiences at their own ports.</p>	<p>-Operation records of each division of JRPA. -Interviews to the counterparts and port users. -Evaluation of port management and operation by checklist.</p>	<p>-The budget for developing river ports is secured -Port development policy does not change drastically</p>

Output				
1. Roles and responsibilities of JRPA are established and executed properly.	-The fact that Juba port is operated according to the manuals.	-Draft of the regulatory documents. -Port management and operation records. -Interviews to the counterparts and port users.	-Staff members of counterpart are not transferred or resigned. -The project of improvement of Juba River Port(Grant Aid Project) are implemented without serious delay.	
2. Budget and accounting system of JRPA are established.	-The fact that port tariff and leasing rules are applied at Juba port according to the rules.	-Budget and accounting documents. -Draft of port tariff and leasing rules -Interviews to the counterparts and users. -Port management and operation records.		
3. Facilities of Juba port are properly maintained and managed.	-The fact that facilities are inspected and maintained according to the manuals. -The fact that the ledger of port facilities is prepared and updated. -The fact that the depth of the berths at Juba port are periodically monitored and recorded.	-Interviews to the counterparts and port users. -The ledger and the inspection/maintenance records. -The berth depth records at Juba port.		
4. Cargos are handled safely and efficiently at Juba port.	-Cargo through put per an hour. -Average berthing periods of vessels. -Average queuing time of vessels. -The numbers of accidents, injured persons and damages of cargos at Juba port.	-Interviews to the counterparts and port users. -Port management and operation records.		
5. Juba port is managed and operated safely, securely and environmentally-friendly.	-The fact that port security plan is prepared and trainings and excercises are implemented. -The fact that fire fighting excercise is implemented according to the plan. -The fact that excercises against oil spill disaster is implemented.	-Interviews to the counterparts and port users. -Management and operation records of Juba port. -Reports of trainings and excercises.		
6. Statistical data of Juba port are collected, maintained and utilized.	-The fact that database is continuously updated. -The fact that database is utilized for planning. -The fact that brief port statistics report is prepared.	-Interviews to the counterparts. -Collected data in the database. -Port statistics report.		
7. Knowledges and experiences accumulated at Juba port are shared among other port staff in Southern Sudan.	-The numbers of trainings and seminars provided for the staff from other ports. -The numbers of staff attended trainings and seminars from other ports.	-Reports of trainings and seminars. -Interviews to the counterparts. -Questionnaires from attendants.		

Activities	Inputs	Important Assumption
<p>1-1. To review and analyse current situation of ports in Southern Sudan.</p> <p>1-2. To clarify roles and responsibilities of each stakeholder (national and local governments, JRPA and shipping companies etc.) to create the common understandings of the port management system.</p> <p>1-3. GOSS drafts divisions of roles among the ports in Southern Sudan.</p> <p>1-4. GOSS drafts regulatory framework of port administration in Southern Sudan including JRPA.</p> <p>1-5. To clarify the roles of each department of JRPA.</p> <p>1-6. To prepare operation manuals at each department of JRPA.</p> <p>1-7. JRPA operates Juba port according to the manuals.</p>	<p><Japanese side> (1) Dispatch of Experts (Short term); (Government official) •Port laws and regulations (Consultants) •Chief advisor/Port policy •Port administration •Accounting system •Port management •Port statistics •Cargo handling •Security and safety management •Operation and maintenance of facilities •Operation and maintenance of equipment •Project coordinator/Junior port management (2) Provision of machinery and equipment for the experts and training activities; • Vehicle •Office equipments •Training equipments and materials (3) Provision of training in Southern Sudan, Japan, and other countries to the counterparts. (4) Others if necessary upon mutual consultation and agreement.</p>	<p><Southern Sudanese side> 1) Assignment of Personnels -Project director -Project Manager -Counterparts 2) Facility -Office space for experts -Training space 3) Budget allocation •Salaries of counterparts •Operation and maintenance cost of provided equipments 4) Arrangements necessary such as access to the necessary information, permission to project activities, and securing safety</p>
<p>2-1. To review current port operation at Juba port to propose improvement plans.</p> <p>2-2. To review and analyze financial status of JRPA to propose improvement plans.</p> <p>2-3. To review current usage of facilities at Juba port to propose improvement plans.</p> <p>2-4. JRPA acquires basics of port accounting system.</p> <p>2-5. JRPA drafts budget and accounting system including port tariff and leasing system of Juba port.</p> <p>2-6. JRPA prepares and implements budget plan and accounting system of JRPA.</p>		
<p>3-1. To review and analyze current maintenance and management conditions of facilities at Juba port.</p> <p>3-2. To prepare and update a ledger for facilities at Juba port.</p> <p>3-3. To prepare inspection manuals for port facilities.</p> <p>3-4. JRPA inspects and maintains facilities of Juba port according to the manuals and the ledger.</p> <p>3-5. JRPA monitors and records the depth of berths according to the manuals.</p>		
<p>4-1. To review and analyze current cargo handling operation at Juba port.</p> <p>4-2. To prepare cargo handling manuals for Juba port.</p> <p>4-3. To organize technical trainings for cargo handling staff at Juba port.</p> <p>4-4. JRPA handles cargos at the new terminal of Juba port according to the manuals.</p> <p>4-5. JRPA establishes berth adjustment system at Juba port.</p> <p>4-6. JRPA drafts a rule for cargo handling services at Juba port.</p>		
<p>5-1. To review current situation of port management at Juba port</p> <p>5-2. To prepare a security plan and implement exercises at Juba port.</p> <p>5-3. To prepare fire fighting plan and implement exercises at Juba port.</p> <p>5-4. JRPA drafts rules regulating port related service providers at Juba port.</p> <p>5-5. To prepare a crisis management plan against disasters including oil spill and implement an exercise at Juba port.</p>		
<p>6-1. To review existing statistical data at Juba port.</p> <p>6-2. To design data collection format and system for Juba port.</p> <p>6-3. To design database system and manuals for Juba port.</p> <p>6-4. JRPA collects and analyze statistical data, then utilize port management.</p>		
<p>7-1. To review and analyze current situation of port management and operation of other six ports.</p> <p>7-2. To provide trainings and seminars for other six ports.</p>		<p>Pre-Conditions -Public security and economic situation in Southern Sudan is not deteriorated.</p>

ANNEX II LIST OF JICA EXPERTS

The specialties of experts dispatched will be as follows. All the experts will be in short term (from 2 weeks to maximum 2 and half a month).

(Government official)

- Port laws and regulations (2 weeks/every 3 months or 6 months)

(Consultants)

- Chief advisor/Port policy
- Port administration
- Accounting system
- Port management
- Port statistics
- Cargo handling
- Security and safety management
- Operation and maintenance of port facilities
- Operation and maintenance of port equipment
- Project coordinator/Junior port management

Note:

- ※ Other fields of expertise may be provided, upon mutual agreement, for the effective implementation of the Project.
- ※ The above listing is for specialties, not numbers. Certain specialties may be covered by one expert. It is also possible that several experts will work on one specialty, depending on the progress and needs of the Project.

ANNEX III LIST OF MACHINERY AND EQUIPMENT

Provision of machinery and equipment for experts and training activities

- Vehicles
- Office equipments
- Training equipments and materials
- Others if necessary upon mutual consultation and agreement for the effective implementation of the Project.

ANNEX IV PRIVILEGES, EXEMPTIONS AND BENEFITS FOR JICA EXPERTS

The Government of Southern Sudan Shall:

1. Exempt the JICA experts from income tax and other charges of any kind imposed on or in connection with the living allowances remitted from abroad.
2. Exempt the JICA experts from income tax, import duties and any other charges imposed on personnel household effects brought into Southern Sudan.
3. Use all available means to facilitate medical and other necessary assistance to the JICA experts
4. Issue, upon application, entry and exit visas for the JICA experts free of charge.
5. NOT request the JICA experts to obtain work permissions in the Southern Sudan.
6. Issue identification cards to the JICA experts to secure the cooperation of all governmental organizations necessary for the performance of the duties of the experts.
7. Exempt the JICA experts from customs duties on import and export of machinery and equipment into or out of Sudan by the JICA experts in connection with the Project activities.

ANNEX V LIST OF SOUTHERN SUDANESE COUNTERPART AND
ADMINISTRATIVE PERSONNEL

Counterpart administrative personnel below will be assigned by Government of Southern Sudan.

1. Project Director;

Eng. Abudu Silye M. Lako, Director General Directorate of River Transport
Ministry of Transport and Roads Government of Southern Sudan

2. Project Manager;

Lewis Gore George, First Director General Ministry of Physical Infrastructure
Central Equatoria State

First Director, Ministry of Physical Infrastructure CES.

3. Counterpart Personnel;

For the success of the Project, GOSS and CES will secure counterpart personnel as follows.

1) GOSS; Deputy Director, Directorate of River Transport, Ministry of Transport and Roads

2) CES; Engineer, Directorate of Housing and Construction.

3) Juba Port; Port Manager, JRPA

4) Other 6 ports; to be assigned by GOSS upon necessity.

5) Other support staff including administrative staff and secretaries as agreed.

ANNEX VI LIST OF ARRANGEMENTS AND FACILITATION

1. To assign sufficient numbers of counterpart personnel in order to ensure effective operation of the Project, before the commencement of the Project.
2. To provide available relevant data, information and materials necessary for the execution of the project.
3. To secure the permission to project activities, including taking photo, and to enter into private properties and restricted area for proper execution of the Project, if necessary.
4. To take any measures deemed necessary to secure the safety of the experts.
5. GOSS shall provide office space for JICA experts and seminar room for the project-related activities.
6. Budget Allocation
GOSS and CES will bear the following expenditures;
 - Allocation of counterpart budget.
 - Operation and maintenance cost of the Equipments.

ANNEX VII JOINT COORDINATING COMMITTEE

For the effective and successful implementation of the Project, a Joint Coordination Committee (hereinafter referred to as “JCC”) shall be established. JCC shall be held every six months or whenever necessity arises.

(1) Chair; Director General of Directorate of River Transport, Ministry of Transport and Roads, GOSS.

(2) Co-Chair; Director General Ministry of Physical Infrastructure, CES

(3) Members;

- MoTR, GOSS
- MoPI, CES
- Ministry of Finance and Economic Planning, GOSS
- Ministry of Regional Cooperation (MRC), GOSS
- Ministry of Commerce and Industries, GOSS
- Ministry of Water Resources and Irrigation, GOSS
- Ministry of Finance and Economic Planning, CES
- Ministry of Commerce and Industries, CES
- Other relevant Ministries
- JRPA

(4) Observer

- Port Users such as logistics companies, shipping companies, shippers, and loader’s Union if necessary.

ANNEX VIII-A Cost Demarcation

Items		GOSS	JICA
General	Salary and daily allowance for assigned counterpart staff	●	
	Driver for JICA Experts		●
	Dispatch of Experts		●
	Office space	●	●
	Electricity and water	●	
Training and Seminar activities	Arrangement of furnished training venue	●	●
	Meals/snacks in seminar		●
	Allowances for participants	●	
	Domestic transportation cost of participants	●	
	Accommodation for participants from outside Juba	●	(●)
	Training materials and textbooks		●
	Equipment for training (projector, PC, etc)		●
	Certificate of attendance		●
Other project activities	Printing manuals elaborated in the Project		●
Training abroad	Training cost including accommodation and meals abroad		●
	International airfare		●
	Visa and airport tax	●	
	Domestic transportation	●	

ANNEX VIII -B Cost Estimation by MTR-GOSS

The total project cost borne by MTR/GoSS is estimated as table below.

This amount may change according to the progress of the Project

Item	in SDG				
	2011	2012	2013	2014	Total
1) Allowance for Assigned Staff	100,000	100,000	150,000	110,000	460,000
2) Allowance for Participants	100,000	100,000	100,000	100,000	400,000
3) Accommodation (Participant outside Juba)	50,000	40,000	40,000	25,000	155,000
4) Domestic Transportation	5,000	5,000	10,000	10,000	30,000
5) Training Abroad • Visa, Airport Tax • Domestic Transportation	6,000	6,000	8,000	10,000	30,000
6) Others • Electricity, Water • Furniture's for Training Room	10,000	10,000	10,000	10,000	40,000
Total	271,000	261,000	318,000	265,000	1,115,000

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VIII-C Cost Estimation by JICA

The total cost expected to be borne by JICA is estimated as table shown below as a result of detailed planning survey of the Project. However, this amount is not committed the execution. It may change according to the progress and necessity of the Project.

in USD (1USD=88.93JPY)

	Item	2011	2012	2013	2014	Total
1	Travel expenses for experts	439,569	425,553	346,878	336,546	1,548,545
2	Consulting fee for experts	591,828	630,213	461,397	356,335	2,039,773
3	Living cost and local expenses for experts	284,533	302,987	221,825	171,315	980,660
4	Trainings in Japan and third countries	236,141	236,141	236,141	236,141	944,563
5	Domestic trainings and workshops	112,448	112,448	112,448	112,448	449,792
6	Office maintenance, fuel, daily facilities, equipments, daily works of the experts	195,300	190,847	183,718	183,718	753,581
7	Vehicles and office	196,448	0	0	0	196,448
8	Monitoring and evaluation(mid-term & final)	0	87,367	0	98,024	185,391
	Total	2,056,266	1,985,555	1,562,407	1,494,526	7,098,753

VIII-D Cost Estimation by Whole Project

Estimated in USD

	2010	2011	2012	2013	Total
JICA	2,056,266	1,985,555	1,562,407	1,494,526	7,098,753
MTR-GoSS	111,523	107,407	130,864	109,053	458,848
Total	2,167,789	1,805,140	1,592,740	1,603,579	7,557,601
JICA	94.9%	94.9%	92.3%	93.2%	93.9%
MTR-GoSS	5.1%	5.1%	7.7%	6.8%	6.1%

Estimated in SDG (\$1=2.43SDG)

	2010	2011	2012	2013	Total
JICA	4,996,726	4,824,899	3,796,649	3,631,698	17,249,970
MTR-GoSS	271,000	261,000	318,000	265,000	1,115,000
Total	5,267,726	5,085,898	4,114,649	3,896,698	18,364,970

3.

プロジェクト・デザイン・マトリックス(PDM)

プロジェクト名 南部スーダン内水輸送運営管理能力強化プロジェクト
 協力期間 2011～2015(4年間)
 対象地域 南部スーダン主要港(ジュバ港、マンガラ港、ボア港、シャンベ港、アドック港、マラカル港、レンク港の7港)
 直接裨益者 南部スーダン主要7港の港湾職員 最終裨益者 スーダン国民全体
 実施機関(C/P): 南部スーダン政府運輸道路省内陸水運総局(GOSS)、中央エクトリア州政府インフラ省(GES)、ジュバ港管理組合(JRPA)

上位目標	指標	指標入手手段	外部条件/リスク
南部スーダンにおいて内水輸送が円滑化され、輸送能力が拡大する。 プロジェクト目標 1. ジュバ港の港湾管理能力が強化される。 2. ジュバ港で強化された港湾管理能力が南部スーダン各港間で共有される。	南部スーダン内港湾の取扱貨物量及び荷役効率 ・南部スーダン内港湾のサービス水準 ジュバ港新設棧橋の運営状況 ・南部スーダン主要港における港湾管理運営マニユアルの利用状況	指標入手手段 ・南部スーダン各港湾の取扱貨物データ ・南部スーダン各港湾の利用者に対するインタビュ 指標入手手段 ・JRPA各当局における管理運営記録簿 ・C/P及び港湾利用者に対するインタビュ ・港湾管理運営状況をチェックリストを用いて評価	外部条件/リスク ・港湾開発に係る財源が確保される。 ・港湾開発に係る政策が大幅に変更されない。
アウトプット 1. ジュバ港管理組合の役割と責務が確立され、適切に機能する。	指標 ・南部スーダンにおける港湾管理法体系の起草作業の進捗状況 ・ジュバ港の管理運営業務に係るマニユアルの作成状況 ・作成したマニユアルに基づくジュバ港の管理運営状況	指標入手手段 ・法体系 ・C/P及び港湾利用者に対するインタビュ ・管理運営記録簿 ・予算決算書類 ・港湾タリフ案及び賃付規則案 ・C/P及び港湾利用者に対するインタビュ ・管理運営記録簿	・一定の能力をもったカウンターパートが必要数配置され、頻繁に異動、離職しないこと。 ・ジュバ河川港坑計画(無償資金協力)が予定から大幅に遅延することなく実施される。
2. JRPAの予算・決算制度が確立される。	・予算関係書類(予算書及び決算書)の作成状況 ・港湾タリフ(利用料金表)案の起草状況 ・施設等の賃付に関する規則案(約款等)の起草状況 ・作成された港湾タリフ案及び施設賃付規則案に基づいた料金の徴収状況	・施設点検マニユアルの作成状況 ・作成されたマニユアルに基づいた施設の点検・補修の実施状況 ・施設台帳の整備・管理更新状況 ・ジュバ港のハース水深の測定・記録状況	
3. ジュバ港の施設が適切に維持管理される。	・時間当たり取扱貨物量 ・船舶の荷役完了までの所要時間 ・着岸しよとすの船舶の待ち時間 ・荷役における事故発生数、負傷者数、貨物損傷の発生数	・C/P及び港湾利用者に対するインタビュ ・施設台帳、運営管理記録簿 ・ジュバ港のハース水深記録簿	
4. ジュバ港において安全で効率的な荷役が行われる。	・港湾関連サービスの供給者に関する規則の起草状況 ・港湾内の保安計画案の作成状況並びにそれによる研修及び訓練の実施状況 ・消火・消防計画書の作成状況並びにそれによる訓練の実施状況 ・油流出等災害に対する危機管理計画書の作成状況 ・油流出災害等を想定した訓練の実施状況	・C/Pへのインタビュ ・データベースへのデータ収集状況 ・取りまとめられた港湾統計書	
5. ジュバ港が安全、安心かつ、環境に配慮しつつ適切に管理される。	港湾統計データ収集マニユアルの作成状況 ・統計データベースの整備・利用状況 ・簡易な港湾統計書の作成状況	・研修・セミナーの実施報告書 ・C/Pへのインタビュ	
6. ジュバ港の港湾統計データが収集され、更新及び活用される。	・ジュバ港以外の港湾の管理組織に対する研修・セミナーの実施回数 ・ジュバ港以外の港湾管理組織からの研修・セミナーの参加者数	・研修・セミナーの参加者へのアンケート	
7. ジュバ港で蓄積された知識及び経験が南部スーダン主要港職員で共有される。			

活動	投入	外部条件
<p>1-1. 南部スーダン主要港の現状を把握し、課題を分析する。</p> <p>1-2. 南部スーダン政府及び州政府、JRP A、船会社間の責任及び役割分担を明確化する。</p> <p>1-3. 南部スーダン各主要港間の機能分担案を起草する。</p> <p>1-4. 南部スーダンにおけるJRP Aを含む港湾管理組織に係る法体系案を起草する。</p> <p>1-5. JRP A 各部署の所掌業務を明確化する。</p> <p>1-6. JRP A各部署の業務マニュアルを作成する。</p> <p>1-7. 業務マニュアルに基づきジュバ港を運営する。</p>	<p><日本側></p> <p>1) 専門家派遣 (専門分野)</p> <ul style="list-style-type: none"> ・総括/港湾政策 ・港湾行政 ・港湾管理/港湾統計 ・港湾荷役 ・港湾保安 ・港湾施設 <p>2) 供与機材・設備</p> <ul style="list-style-type: none"> ・車両 ・事務機器 ・研修用機材・材料 <p>3) 研修</p> <ul style="list-style-type: none"> ・現地国内研修、第三国研修、本邦研修 <p>4) その他必要性に応じて協議</p>	<p>・南部スーダン主要港の港湾組織にプロジェクトのカウンターパートとなる人材が配置される。</p>
<p>2-1. ジュバ港の現状の運営状況を把握する。</p> <p>2-2. JRP Aの収支状況を把握・分析する。</p> <p>2-3. ジュバ港の施設及び機材の利用状況を把握する。</p> <p>2-4. ジュバ港において、港湾タリフ及び施設貸付規則を含む、予算・決算制度案を起草する。</p> <p>2-5. JRP Aの予算計画を作成、執行する。</p>	<p><スーダン側></p> <p>1) 人員の配置</p> <ul style="list-style-type: none"> 責任者 管理者 カウンタースーダン <p>2) 執務スペースの提供</p> <p>3) プロジェクトに必要な情報収集協力、施設の立ち入り許可、港湾内調査時における警護等</p> <p>4) 以下の予算を確保</p> <ul style="list-style-type: none"> ・カウンタースーダンに係る人件費 ・供与機材の維持管理費(光熱水道等) 	<p>前提条件</p> <ul style="list-style-type: none"> ・南部スーダンにおいて治安状況が大幅に悪化しないこと。
<p>3-1. ジュバ港の施設・資機材の維持管理状況を把握し、課題を分析する。</p> <p>3-2. ジュバ港の施設台帳を整備、更新する。</p> <p>3-3. 港施設・資機材の点検マニュアルを作成する。</p> <p>3-4. ジュバ港において点検マニュアル及び施設台帳を用いて、施設の点検・維持管理を実施する。</p> <p>3-5. ジュバ港において、点検マニュアルに基づきベースの水深を測定・記録する。</p>		
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<p>5-1. ジュバ港における港湾管理業務の現状を把握する。</p> <p>5-2. ジュバ港における港湾保安計画を作成し、訓練を実施する。</p> <p>5-3. ジュバ港における消火・消防計画を作成し、訓練を実施する。</p> <p>5-4. ジュバ港における港湾関連サービス供給者に対する規則案を起草する。</p> <p>5-5. ジュバ港における危機管理計画を作成し、油流出災害等を想定した訓練を行う。</p>		
<p>6-1. ジュバ港における統計データの収集状況を把握する。</p> <p>6-2. ジュバ港における統計データの収集様式及び調査手法を検討する。</p> <p>6-3. ジュバ港を対象に港湾統計データベースシステムを構築し、統計マニュアルを整備する。</p> <p>6-4. ジュバ港において港湾統計データの収集及び分析を行う。</p>		
<p>7-1. ジュバ港以外の南部スーダン主要港における港湾管理運営の現状を把握し、課題を分析する。</p> <p>7-2. ジュバ港以外の南部スーダン主要港の職員に対しても研修及びセミナーを行う。</p>		

活動計画 (PO)

2014

2013

2012

2011

月	Grant aid cooperation												Construction												Transfer to CP												Operation											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
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APPLICATION FORM FOR JAPAN'S TECHNICAL COOPERATION

1. **Date of Entry:** Day 28 Month February Year 2009
2. **Applicant:** The Government of Southern Sudan
3. **Project Title:** The Project for Improvement of Operation and Maintenance of Inland Water Way in Southern Sudan
4. **Implementing Agencies:** Department of River Transport, Ministry of Transport & Roads, Government of Southern Sudan
Address: Department of River Transport, MT&R, GOSS
Contact Person: Eng. Abdu S.M. Lako, Director General, RTD, MT&R, GOSS
Tel. No.: _____ Fax No. _____
E-Mail: _____

5. Background of the Project

(Current conditions of the sector, Government's development policy for the sector, issues and problems to be solved, existing development activities in the sector, etc.)

According to the CPA, GNU is responsible for the rehabilitation and the improvement of the River Transport. So far nothing has happened since the signing of the CPA on the 9th January 2005 and today River Transport represents the most difficult modes of transport in the South. Yet, River Transport is cheap affordable to most users, and is a vital link between the South and the North. The overall navigational portion of the Nile between Juba to the South and Kosti to the North is 1,500 km. Much of the river is silted and would require dredging which is a very expensive exercise. Along the Nile to Kosti there are 15 ports some of which ranging from small to large ports carrying different goods and passengers, all of which require improvement and development.

6. Outline of the Project

(1) Overall Goal

(Development effect expected as a result of achievement of the "Project Purpose" in several years after the end of the project period)

To contribute to reconstruction/ rehabilitation of the Southern Sudan through improvement of inland waterway transport mode

(2) Project Purpose

(Objective expected to be achieved by the end of the project period. Elaborate with quantitative indicators if possible)

- i. To improve port management system
- ii. To improve awareness and safeties for use of port facilities, equipments, and gears
- iii. To improve efficiency of loading and off loading activities
- iv. To improve safeties and efficiency of inland waterway along River Nile

(3) Outputs

(Objectives to be realized by the “Project Activities” in order to achieve the “Project Purpose”)

- i. Port management system is functioned properly and independently.
- ii. Port safety management capability is improved sufficiently.
- iii. Inland waterway capacity is improved sufficiently.

(4) Project Activities

(Specific actions intended to produce each “Output” of the project by effective use of the “Input”)

- 1.1 Port management skills are improved
- 1.2 Revenues from port related activities are properly collected
- 1.3 Expenditures for port related activities and maintenance works are properly allocated

- 2.1 Port safety skills are improved
- 2.2 Port security measures are secured

- 3.1 Port facilities along River Nile are developed
- 3.2 Inland waterway navigation aids are improved

(5) Input from the Recipient Government

(Counterpart personnel (identify the name and position of the Project manager), support staff, office space, running expenses, vehicles, equipment, etc.)

- a. Administration Staff of 5 from the GOSS
- b. Technical Staff of 3 and Operation Staff of 5 from the State Government
- c. Office Spaces in RTD Main Office and Port Field Office
- d. Coordination with Related Public Sectors, such as Security, Revenue, Standards
- e. Coordination with Related Private Sectors, such as Inland Waterway Operators, Loader’s

(6) Input from the Japanese Government

(Number and qualification of Japanese experts, training (in Japan and in-country) courses, seminars and workshops, equipment, etc.)

(Long Term Experts)

- a. Chief Advisor / Port Management Planner
- b. Deputy Chief Advisor / Port Safety & Security Planner
- c. Project Coordinator

(Short Term Experts)

- d. Operation & Maintenance Specialist
- e. Port Facility & Inland Waterway Navigation Specialist
- f. Training & Evaluation Specialist

(Training in Japan / Seminar)

- ✓ Port Administration & Facility Improvement Planning

(Training in-country / Workshop)

- ✓ Port & Inland Waterway Operations & Maintenance Management

(Gears, Equipments, and Facilities)

- ✓ Loading / Off Loading Gears, Safety Gears, etc.

7. Implementation Schedule

Month April Year 2010 ~ Month March Year 2012

8. Implementing Agency

(Budget, staffing, etc.)

The technical and management personnel at the River Transport Department, Ministry of Transport & Roads, Government of Southern Sudan and Mechanical Transport Department, Ministry of Physical Infrastructure, Government of Central Equatorial State will be available to support the implementation of the project.

9. Related Activities

(Activities in the sector by the recipient government, other donors and NGOs)

10. Gender Consideration

(Any relevant information of the project from gender perspective.)

11. Environmental and Social Considerations

(Please fill in the attached screening format.)

12. Beneficiaries

(Population for which positive changes are intended directly and indirectly by implementing the project and gender disaggregated data, if available)

13. Security Conditions

There have not been any incidences of insecurity in the project area, and it is expected that the security situation will continue to be stable throughout the project implementation period.

14. Others

Screening Format

Question 1 Address of a project site

Juba, Central Equatorial State, Southern Sudan (Initial Stage)
Shambey, Jonglei State & Malakal, Upper Nile State (Later Stage)

Question 2 Outline of the project

2-1 Does the project come under following sectors?

Yes No

If yes, please mark corresponding items.

- Mining development
- Industrial development
- Thermal power (including geothermal power)
- Hydropower, dams and reservoirs
- River/erosion control
- Power transmission and distribution lines
- Roads, railways and bridges
- Airports
- Ports and harbors
- Water supply, sewage and waste treatment
- Waste management and disposal
- Agriculture involving large-scale land-clearing or irrigation
- Forestry
- Fishery
- Tourism

2-2 Does the project include the following items?

Yes No

If yes, please mark following items.

- Involuntary resettlement (scale: households, persons)
- Groundwater pumping (scale: 2,700 m³ / year)
- Land reclamation, land development and land-clearing (scale: 5.4 hectores)
- Logging (scale: 3.6 hectores)

2-3 Did the proponent consider alternatives before request?

Yes: Please describe outline of the alternatives

()

No

2-4 Did the proponent have meetings with related stakeholders before request?

Yes No

If yes, please mark the corresponding stakeholders.

Administrative body

Local residents

NGO

Others ()

Question 3

Is the project a new one or an on-going one? In case of an on-going one, have you received strong complaints etc. from local residents?

New On-going (there are complaints) On-going (there are no complaints)

Others ()

Question 4 Name of laws or guidelines:

Is Environmental Impact Assessment (EIA) including Initial Environmental Examination (IEE) required for the project according to laws or guidelines in the host country?

Yes No

If yes, please mark corresponding items.

Required only IEE (Implemented, on going, planning)

Required both IEE and EIA (Implemented, on going, planning)

Required only EIA (Implemented, on going, planning)

Others: ()

Question 5

In case of that EIA was taken steps, was EIA approved by relevant laws in the host country? If yes, please mark date of approval and the competent authority.

Approved: without a supplementary condition

Approved: with a supplementary condition

(Date of approval: Competent authority:)

Not yet started an appraisal process

Others:()

Question 6

If a certificate regarding the environment and society other than EIA, is required, please indicate the title of certificate.

Already certified Required a certificate but not yet done

Title of the certificate : ()

Not required

Others ()

Question 7

Are following areas located inside or around the project site?

Yes No Not identified

If yes, please mark the corresponding items.

- National parks, protected areas designated by the government (coast line, wetlands, reserved area for ethnic or indigenous people, cultural heritage) and areas being considered for national parks or protected areas
- Virgin forests, tropical forests
- Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)
- Habitat of valuable species protected by domestic laws or international treaties
- Likely salts cumulus or soil erosion areas on a massive scale
- Remarkable desertification trend areas
- Archaeological, historical or cultural valuable areas
- Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle, or special socially valuable area

Question 8

Does the project have adverse impacts on the environment and local communities?

Yes No Not identified

Reason: ()

Question 9

Please mark related environmental and social impacts, and describe their outlines.

- Air pollution
- Water pollution
- Soil pollution
- Waste
- Noise and vibration
- Ground subsidence
- Offensive odors
- Geographical features
- Bottom sediment
- Biota and ecosystem
- Water usage
- Accidents
- Global warming
- Involuntary resettlement
- Local economy such as employment and livelihood etc.
- Land use and utilization of local resources
- Social institutions such as social infrastructure and local decision-making institutions
- Existing social infrastructures and services
- The poor, indigenous of ethnic people
- Maldistribution of benefit and damage
- Local conflict of interests
- Gender
- Children's rights
- Cultural heritage
- Infectious diseases such as HIV/AIDS etc.
- Others ()

Outline of related impacts:

[]

Question 10

Information disclosure and meetings with stakeholders

10-1 If the environmental and social considerations are required, does the proponent agree on information disclosure and meetings with stakeholders in accordance with JICA Guidelines for Environmental and Social Considerations?

Yes No

10-2 If no, please describe reasons below.


[]

Memorandum
on
the Property and Management Organization of Juba River Port
between
Ministry of Transport and Roads, the Government of Southern Sudan
and
Ministry of Physical Infrastructure, the Government of Central Equatorial State

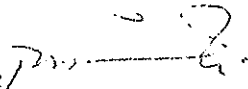
Ministry of Transport and Roads (hereinafter referred to as "MoTR"), the Government of Southern Sudan (hereinafter referred to as "GoSS"), and Ministry of Physical Infrastructure (hereinafter referred to as "MoPI"), Central Equatorial State (hereinafter referred to as "CES") had a discussion on "the property and management organization of Juba river port".

Both parties clarified and confirmed the contents of the Attachment.

29th June, 2009



Dr. Daniel Wani
Undersecretary
Ministry of Transport and Roads
Government of Southern Sudan



Eng. Lewis Gore George
1st Director General
Ministry of Physical Infrastructure
Central Equatorial State

Attachment: Understanding on Property and Management Organization of Juba River Port

1. Property

Right and Responsibility of port property (Land ,Facilities)

- 1) Land right of Juba river port premise belong to CES.
- 2) Ownership of facilities in the port (Jetty and Crane) belongs to CES.

2. Management organization

(1) Juba River Port Administration

MoTR and MoPI discussed and clarified the following issues described in the Letter from GoSS dated on May 6, 2009 regarding Juba River Port, Staff and Revenues

1) Assignment of Staff to Port Administration

MoTR is considering that staffs of Port Administration shall be trained properly for smooth operation. MoTR is preparing budget of training for the staffs.

- a. Port Administration shall be responsibility of CES.
- b. RTD assigned six(6) staffs and CES will assign six(6) of its staffs for Port Administration immediately.

2) Port Revenue

- a. Port Revenue shall be use for port operation and activity.
- b. Port Revenue system shall be approved by Parliament, after finalization of the system, MoTR and MoPI discuss and clarify how to share revenue between two parties.
- c. Port Revenue will go to the Ministry of Finance and Economic Planning (MOFEP),GoSS. After discussion MOFEP and MoTR, MoTR will use 60% of Port Revenue for port operation.
- d. The remaining 40% of Port Revenue will be divided between GoSS and CES.

3) Target transfer schedule

Target transfer schedule of the responsibility for collection of port revenue including port administration from GoSS to CES.

- a. Training of port staff will take time for their establishment.
- b. MoTR is considering to transfer port management after completion of staff training of Port Administration. MoTR, GoSS will transfer port management to CES.
- c. Target schedule of management transfer will be finalized after staff training.

A3-2

4) Legal status of Port

- a. Legal registration of Port is under preparing by the Directorate of Lands and Town Planning, CES. Registration of the Port will be finalized soon.

(3) Organization Structure

- a. Auditor for Port Administration must be organized by MOFEP.
- b. MoTR accepts the Committee established by Commercial Companies in Juba river port.
- c. MoTR consider that Port Security Agencies must be minimized

3. Other issue

- a. New construction of buffet, shop and office in the port premise shall be reconsidered by MoTR

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