



# REDEVELOPMENT OF INLAND WATER TRANSPORT FOR POST-CONFLICT REHABILITATION IN SOUTHERN SUDAN

## 南スーダンでの紛争後復興における 内陸水運復旧

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Security and Diplomacy: Policy Recommendations to Integrate  
Natural Resources, Infrastructure, and Peacebuilding”

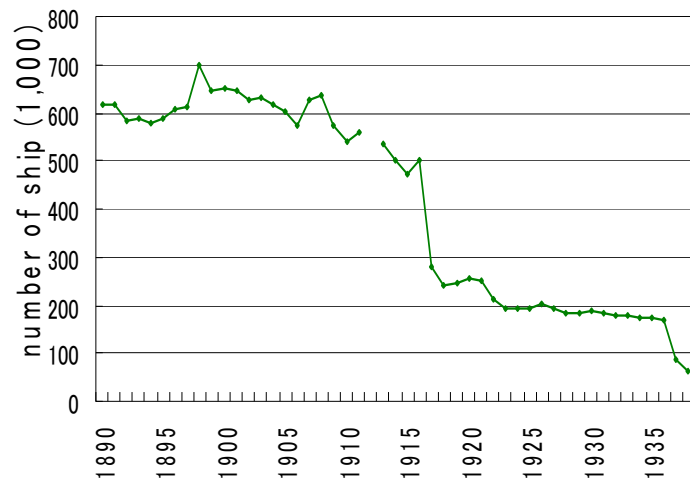
Takeda Hall, University of Tokyo, Japan

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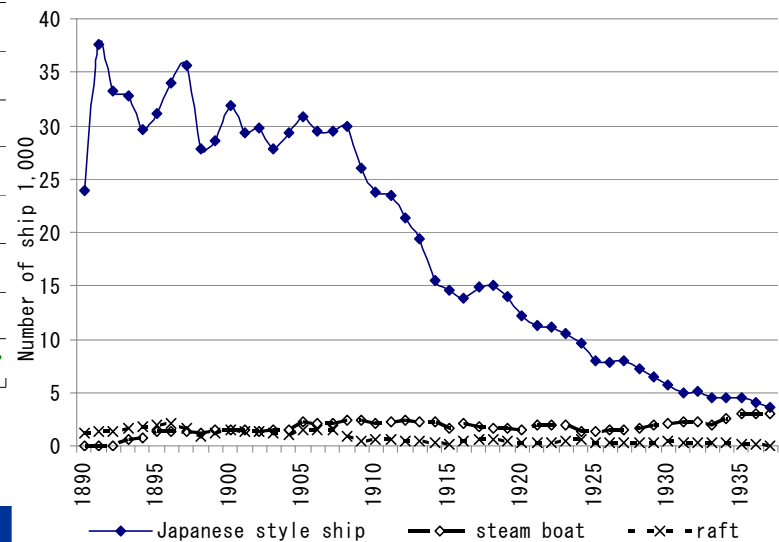
# History of IWT in Japan

Nihonbashi River (c. 1830)

Source :Edo-TOKYO MUSEUM



Number of Ships in River



Traffic Volumes in Tone Canal

# IWT for relief and recovery after natural disasters in Japan



Source : Hanshin Expressway Management Technology Center

## Relief Activity at Kobe Port

Source: Kobe Port Promotion Association



Disaster Management Jetty near  
Tokiwa Bridge in Nihonbashi River  
Source : Prof. Yuji MIURA,

## Lessons learned from the Kobe Earthquake

- IWT is useful transport mode in recovery
- Issues: promoting utilization at normal time

# Conflicts in Sudan

- Conflicts began after its independence in 1956  
Islamic dominated northern government in Khartoum  
and the Christian animist south
- Comprehensive Peace Agreement signed in 2005
- JICA started cooperation projects in 2006
- Popular referendum planned in 2011
- 2 million people died, 4 million refugees
- Southern Sudan
  - area: 597,000 Km<sup>2</sup>
  - population: around 8.5 million
  - GDP per capita: US\$184
- Juba City
  - Virtual ghost town,
  - Population: 250,000 (2005), 400,000 (2009)



# Transport in South Sudan

- Juba City: Southern terminus along River Nile, and roads to Kenya, Uganda, and Congo
- Advantages of IWT
  - Small investment can resume transport function.
  - Security: Landmine, small conflicts
- average transport volumes per month:  
5,000 ton (2005) 6,750 ton (2008) increased by over 30%

mode	Share (%)	fee (US\$/ton)	average duration from Kosti (day)
Water	61	400	20
Road	23	475	10
Air	16	2,500	-







**Juba Port**

# Capacity Development in Post-Conflict Rehabilitation

- Low operation because of limited capacity of Gov.
- Additional JICA support (2008-09)
  - JICA expert: coordination among concerned organizations, establishment of operation unit, operation rules
  - Training in Japan
- Average monthly volume increased to 3,600 tons, over facility capacity

# Conclusion

- IWT play crucial roles in post-conflict reconstruction easily start operation with small inputs
- roads
  - major transport mode at normal times, but require huge investment and long periods for rehabilitation
  - Security issue, demining
- Capacity development
  - New government agencies have quite limited capacities of managing infrastructures
- Recommendation
  - roles of IWT be properly evaluated in reconstruction and disaster management
  - feedback systems between domestic activities and ODA in Japan be established



