

Country¹ & Project No.: INDONESIA SO 10498.1
B/R No.: 01

BUDGET REVISION OF SO FOR THE APPROVAL OF REGIONAL DIRECTOR

	<u>Initials</u>	<u>In Date</u>	<u>Out Date</u>	<u>Reason For Delay</u>
<u>ORIGINATOR</u>				
Country Office or Regional Bureau on behalf of Country Office
<u>CLEARANCE</u>				
Programme Officer, OMXP
Chief, OMXP
Director, FLB
Director, OMI (<i>ICT operations only</i>)
Director, OML
<u>APPROVAL</u>				
<input type="checkbox"/> Regional Director

PROJECT SO10498.1			
	Previous Budget	Revision	New Budget
ODOC	\$ 3,800,108.00	\$ 588,416.00	\$ 4,388,524.00
DSC	\$ 2,839,337.94	\$ 1,611,455.00	\$ 4,450,792.94
ISC	\$ 464,761.22	\$ 153,990.97	\$ 618,752.19
Total WFP cost (US\$)	US\$ 7,104,207.16	US\$ 2,353,861.97	US\$ 9,458,069.13
<u>TYPE OF REVISION</u>			
<input checked="" type="checkbox"/> Additional DSC <input checked="" type="checkbox"/> Additional ODOC <input checked="" type="checkbox"/> Extension in time <input type="checkbox"/> Change in project orientation <input type="checkbox"/> Other			

NATURE OF REVISION:

The Objective of Special Operation 10498.0 is to further enhance the reconstruction and rehabilitation process in Banda Aceh and Nias in close collaboration with local and central governments, through capacity building activities aimed at the setting-up and maintenance of modern, well-managed and efficient ports.

Key achievements of the Operation include the assessment of present and future needs of eighteen ports in Nad-Nias. The data obtained was used as the baseline data for the request for proposal for the training of 232 staff (17% female) through our Field Emergency Support Office (FESO) in Dubai. Additionally, meaningful data is now available on vessels and traffic flows that will assist port management in their strategic planning and budgeting. An agreement was also signed with the University of Syiah Kuala whereby lecture rooms are used and at the end of the training, all course materials are to be handed over to the University.

Training submissions were also received and adjudicated to STET Maritime of Singapore. Over 1,900 students have been trained in 89 courses. There are still 44 courses to be completed by December 2009.

¹ If a regional project, please specify the countries concerned

Finally, logistics support to UN, INGOs and governmental organizations has been ongoing for the past two years. Equipment (Duramats and Manitous) have been rented out on a cost-recovery basis for a total of 10,231 hours and advice has been given to different organizations (IFRC, BRR, ferry operations, export development, UNDP) on more than 600 occasions.

In spite of the achievements mentioned above, all the planned activities of the Special Operation were not completed in time. This is due to the fact that the approval of the project appraisal document by the multi-donor fund steering committee took longer than anticipated, the port surveys were far more complex than initially outlined in the project concept note, additional port surveys were required, and the procurement process for the training was lengthy and complex.

To be able to complete all the planned activities of the Special Operation, an extension in time is therefore required from 1 October 2009 to 30 September 2010. While no additional pledges will be made the period of the extension, additional budget is needed to reflect gross requirements during the period of extension.

JUSTIFICATION FOR THE REVISION:

Extension in time of this Special Operation will allow:

1. The completion of the prime component of the project (Port Training) by December 2009.
2. The closing off of the training and embarking on the Senior Managers seminar to assess "lessons learnt" in year 2010. This will be linked to organizations that have a direct interest in the Ports.
3. The handover of all training course materials to the University of Syiah Kuala in year 2010, with links back to the library established by the project and course materials electronically captured.
4. The monitoring and evaluation of the outcome of the training through visiting 18 ports from where participants were selected, ascertain if training is now being implemented in the day to day operations,
5. The final release of equipment to Ports and appropriate projects NAD – Nias.
6. The completion of the 'latent cargo forecasting activities in year 2010, to link the data collated to existing national statistics. Allocate the funds identified for training.

Exit Strategy:

The logistics Component 1 of the project will be phased out by the end of 2009. All equipment has been repositioned in Banda Aceh and operations in the islands Simeulue and Nias will be closed as at 31 December 2009.

The remaining equipment will be handed over to various ongoing projects in NAD-Nias.

The port training, Component 2 will be completed in April 2010. It is expected that by July, the port assessment, the project evaluation and the handover of the training will be completed.

Component 3, related to cargo forecasting, will taken over Dinas Perhubungan Provinsi NAD, one of the two organizations that gather port data.

Component 4, related to the project coordination, is expected to be completed in September 2010. By that time, all documentation will have been gathered and the closure of the project will be carried out.

Funding:

There will be no additional pledges required to cover the period of the extension of the operation, as the project is fully funded.

DISTRIBUTION:

DED and COO	Director, OML	
Chief, OMLT	Director, OMX	FLB
Chief, OMXP, OMXR, OMXD	Regional Director	REG
Country Director	Programme Officer, OMXP	RB Programme Advisor
OM Registry	Programming Assistant, OMXP	RB Programme Assistant
<i>Director, OMI (ICT operations only)</i>	Liaison Officer, OM@	
Officer, OM@	<i>Director, OMI (ICT operations only)</i>	