

**Refugee Review Tribunal
AUSTRALIA**

RRT RESEARCH RESPONSE

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Questions

1. [Please locate any detailed information about Caritas' involvement in supplying Lord's Resistance Army \(LRA\) rebels under the CoH agreement, in addition to UGA34441.](#)
2. [Was Caritas the only aid agency supplying the LRA under the CoH agreement?](#)
3. [Please provide information on if and when the two assembly points became one.](#)
4. [Please provide information on the possible routes and travel time between Kampala and Ri-kwangba.](#)
5. [Please provide information about the Caritas camp at Ri-Kwangba?](#)

RESPONSE

1. **Please locate any detailed information about Caritas' involvement in supplying Lord's Resistance Army (LRA) rebels under the CoH agreement, in addition to UGA34441.**

No additional information to that supplied in Question 1 of *Research Response UGA34441* dated 10 February 2009, was found amongst the sources consulted.

2. **Was Caritas the only aid agency supplying the LRA under the CoH agreement?**

No information to indicate that other aid agencies were supplying food to the LRA in Southern Sudan during the peace process was found amongst the sources consulted.

3. **Please provide information on if and when the two assembly points became one.**

An article dated 8 May 2007 in *New Vision* reports that "Addendum three of the Cessation of Hostilities Agreement, signed on April 13, gave in to the LRA's request for their fighters to assemble only in one point – Ri-Kwangba near the Congolese border." The article continues:

THE UPDF [[Uganda People's Defence Force] and the SPLA [Southern Sudanese Army] have created two corridors in South Sudan for the LRA fighters to use while trekking from Owiny-ki-Bul to Ri-Kwangba.

...International relations minister said yesterday the rebels had seven days to assemble, starting from the date the chief mediator communicated the two routes to them.

...“Thereafter, the Government of Uganda and the mediator will not expect anybody in Owiny-ki-Bul calling himself LRA because it will be outside the assembly area. The UPDF and the SPLA will take action on anybody in those areas because they will be causing insecurity,” Oryem said (Mukasa, Henry 2007, ‘Uganda: LRA Given Safe Corridors to Ri-Kwangba’, *New Vision*, 8 May, allAfrica.com website, 8 May <http://allafrica.com/> – Accessed 20 February 2009 – Attachment 1).

The International Crisis Group provides the following information on the two assembly points becoming one:

The cessation of hostilities agreement was the first bilateral truce between the LRA and the government. The sides agreed to suspend military operations and hostile propaganda. All LRA fighters were to assemble by 19 September [2006] at one of two assembly points in South Sudan: Owiny Ki-bul for those in northern Uganda or South Sudan, and Ri-Kwangba for those in Congo. The Southern Sudanese army (SPLA) was to protect the assembly areas and create a monitoring team comprised of two representatives from each side, two senior African Union (AU)- appointed officers and a senior SPLA officer as team leader to track compliance and implementation.

...Although the cessation of hostilities agreement was renewed on 1 November and 16 December [2006], it was plagued by documented violations from both sides and expired on 28 February 2007 without being fully implemented. The LRA repeatedly failed to assemble at either Owiny Ki-Bul or Ri-Kwangba.[21] 45 fighters briefly entered Owiny Kibul on 14 September [2006] to collect food but quickly left. Fearing landmines and an attack by the Ugandan army, most rebels remained hidden. On 27 September [2006] Ugandan army soldiers approached Owiny Ki-bul in violation of the agreement while guarding a convoy of journalists and diplomats. As the troops advanced, the LRA scattered.

...Despite the LRA's repeated denial that it would return to Juba, the efforts of UN Special Envoy Chissano paved the way for just that, as well as renewal of the cessation of hostilities agreement. He met with Kony along the Congo/Sudan border on 1 and 10 March [2007] to search for a compromise. Rugunda, the government negotiator, accompanied him on the second visit and talked face-to-face with Kony for the first time. Acholi leaders, meeting in Juba at the beginning of the month, called for the talks to resume and proposed reforms to strengthen the peace process. The Dutch NGO Pax Christi brokered a weeklong meeting ending on 11 April in Mombasa (Kenya) between the LRA delegation and a government delegation led by General Salim Saleh, President Museveni's brother, which was followed by a two-day session at Ri-Kwangba attended by Chissano, Rugunda, Kony and Otti.

The result was that the parties extended the cessation of hostilities agreement on 14 April through June [2007] and agreed the LRA would have six weeks to assemble at Ri-Kwangba. The Owiny Ki-bul assembly area has been dropped, and all LRA in Eastern Equatoria are to be transported by the Government of Southern Sudan across the Nile to Ri-Kwangba.

21 A report by the monitoring team in December 2006 concluded that LRA failure to assemble at Ri-Kwangba was not a violation of the agreement because the Government of

Southern Sudan did not provide the required water supplies (International Crisis Group 2007, *Northern Uganda: Seizing the Opportunity for Peace*, 26 April, pp.2-3 & 6 http://www.crisisgroup.org/library/documents/africa/central_africa/124_northern_uganda_seizing_the_opportunity_for_peace.pdf – Accessed 17 February 2009 – Attachment 2).

The Small Arms Survey is an independent research project located at the Graduate Institute of International and Development Studies in Geneva, Switzerland. The Small Arms Survey provides the following information on the two assembly points becoming one:

In the run-up to peace talks between the GoU [Government of Uganda] and the LRA in 2006, the situation in EES [Eastern Equatoria State] underwent several changes. Most LRA fighters had departed in late 2005, crossing into the DRC [Democratic Republic of Congo] via CES [Central Equatoria State] and Western Equatoria State (WES), with a few being taken to other locations.

...Owiny-Kibul proved unsuitable, however, because the UPDF systematically closed in on the LRA. The area around the assembly area was entirely closed off by the UPDF, who then attacked the LRA. As a consequence, the LRA spent only a few days in the assigned area of Owiny-Kibul, losing access to GoSS[Government of South Sudan]-provided food when they fled the area. Members of the Cessation of Hostilities Monitoring Team (CHMT) ferried food to scattered LRA groups that were walking along the roads asking for supplies. Months passed during which the local population remained uncertain about the LRA's intentions.

...Meanwhile, LRA attacks in EES intensified. The response of the locals was shock and puzzlement. Although the LRA had not originally proposed Owiny-Kibul as an assembly point, it had apparently been reassured by an enhanced SPLA presence and visits from the CHMT [Cessation of Hostilities Monitoring Team]. Although establishing an efficient food store in anticipation of the LRA's arrival was difficult, Owiny-Kibul adapted to the role of host community. When the LRA failed to assemble, reverting to criminality, the community 'was disappointed because [the LRA] kept looting, though food was provided for them'. It swiftly encountered other disappointments. UNICEF had started building a compound to provide services for LRA children and local residents; but when Owiny-Kibul lost its designation as an assembly point it ceased to be of interest to aid agencies.

...For two months following the last LRA attack in EES in April 2007, the remaining LRA members in the state covertly crossed the Nile after a closed door agreement with the CHMT permitting them to assemble in Ri-Kwangba, WES [Western Equatoria State] – a move that was later officially mandated in an LRA-GoU communiqué. EES was declared 'free of LRA' in June 2007, but it is clear that some had stayed behind, melting into the villages. In July 2007 Vincent Otti, the LRA's then deputy commander, said that some elements in EES—half a dozen groups of about five people each—were no longer under his command (Schomerus, Mareike 2008, *Violent Legacies: Insecurity in Sudan's Central and Eastern Equatorial*, Small Arms Survey, June, pp.63-64 & 66 http://www.smallarmssurvey.org/files/portal/spotlight/sudan/Sudan_pdf/SWP%2013%20C%20&%20E%20Equatoria.pdf – Accessed 20 February 2009 – Attachment 3).

Debate on the *Motion for a Resolution of Parliament Urging the Government of Uganda and Lord's Resistance Army to Abide by the Spirit of the Cessation of Hostilities Agreement as they Explore Avenues to Resume Peace Talks* in the Parliament of Uganda on 28 February 2007 provides the following information on the LRA in Owiny-Kibul:

MR MWESIGE [Minister of General Duties, Office of the Prime Minister]: I am much obliged, hon. Amongi. My third amendment is on paragraph 4. I propose to amend it as follows: "AWARE that due to the Cessation of Hostility Agreement, LRA with the help of

UPDF, local leaders and the population, moved from Northern Uganda into Southern Sudan, which resulted into relative peace in Northern Uganda.” The correction that we wish to make here is that it is not true that the LRA successfully moved to Owiny-Kibul. That is the deletion I wish to make.

MS AMONGI: Mr Speaker, again it does not substantially alter – so, I concede (Parliament of Uganda 2007, ‘Motion for a Resolution of Parliament Urging the Government of Uganda and Lord’s Resistance Army to Abide by the Spirit of the Cessation of Hostilities Agreement as they Explore Avenues to Resume Peace Talks – Debate Continued’, 28 February http://www.parliament.go.ug/hansard/hans_view_date.jsp?dateYYYY=2007&dateMM=02&dateDD=28 – Accessed 20 February 2009 – Attachment 4).

4. Please provide information on the possible routes and travel time between Kampala and Ri-kwangba.

According to International Crisis Group and the Institute of War and Peace Reporting, “The journey takes a week, and once the food is in Ri-Kwangba, mediators from the Juba talks fly in to oversee the transfer” (Glassborow, Katy 2007, ‘LRA Accused of Selling Food Aid’, Institute of War and Peace Reporting, 25 October http://www.iwpr.net/?p=acr&s=f&o=340172&apc_state=henh – Accessed 9 February 2009 – Attachment 5; and International Crisis Group 2008, *Northern Uganda: The Road to Peace, With or Without Kony*, 10 December, p.11 <http://www.crisisgroup.org/home/getfile.cfm?id=3696&tid=5804&type=pdf&l=1> – Accessed 9 February 2009 – Attachment 6).

Ri-Kwangba is near Maridi and Owiny-Kibul is near Nimule. A map by the UN Joint Logistics Centre, Sudan indicates that there are two routes by road from Nimule to Maridi. Route 1: Nimule – Juba – Yei – Maridi and Route 2: Nimule – Juba – Mundri – Maridi. Kampala, Gulu, Nimule, Juba, Yei, Mundri and Maridi are indicated on the map included as Attachment 7 (‘Uganda’ 2000, *Microsoft Encarta Interactive Atlas* – Attachment 7; International Crisis Group 2007, *Northern Uganda: Seizing the Opportunity for Peace*, 26 April, Appendix B ‘Map of Recent LRA Activity’ http://www.crisisgroup.org/library/documents/africa/central_africa/124_northern_uganda_seizing_the_opportunity_for_peace.pdf – Accessed 17 February 2009 – Attachment 2; and UN Joint Logistics Centre, Sudan 2008, *Southern Sudan Roads Progress – October 2008*, October, ReliefWeb website [http://www.reliefweb.int/rw/fullMaps_Af.nsf/luFullMap/CB17283B53C4893AC12574F20047FD58/\\$File/unjlc_TRP_sdn081020.pdf?OpenElement](http://www.reliefweb.int/rw/fullMaps_Af.nsf/luFullMap/CB17283B53C4893AC12574F20047FD58/$File/unjlc_TRP_sdn081020.pdf?OpenElement) – Accessed 20 February 2009 – Attachment 8).

According to the measuring tool in *Microsoft Encarta Interactive Atlas*, the direct distances are:

- Kampala-Gulu: 271km;
- Gulu-Nimule: 98km;
- Nimule-Juba: 146km;
- Juba-Yei: 132km and Yei-Maridi: 161km;
- Juba-Mundri: 164km and Mundri-Maridi: 102km (‘Uganda’ 2000, *Microsoft Encarta Interactive Atlas* – Attachment 7).

Roads in Southern Sudan

According to Vanessa Parra of Refugees International, in Southern Sudan there are “just 10 miles of paved roads in an area roughly the size of France”:

Today [8 December 2008], nearly four years after the signing of the Comprehensive Peace Agreement that ended over 26 years of brutal civil war, southern Sudan continues to be a place of acute poverty and underdevelopment. Juba, the capital of the south, is a town consisting of ramshackle, hastily put together homes and a steady stream of goats and dust through what could charitably be considered streets. With just 10 miles of paved roads in an area roughly the size of France, movement is difficult and development is slow to materialize, as we saw during our assessment mission to the region in November (Parra, Vanessa 2008, ‘Southern Sudan: Struggling towards Recovery’, *Reuters AlertNet*, source: Refugees International, 8 December <http://www.alertnet.org/db/blogs/54648/2008/11/8-151213-1.htm> – Accessed 20 February 2009 – Attachment 9).

An article dated 12 September 2007 in *Sudan Vision* reports on the conditions of the roads in Southern Sudan:

Many people who visit Southern Sudan and observe the conditions of trunk and feeder roads, and road network in towns and cities may shake their heads in disbelief of what they are seeing as I did when I went to Juba in 2006 after twenty years when I was last in Juba. The explanation of the conditions of roads may be simple.

Southern Sudan had been at war for 22 good years where road maintenance was utterly neglected as resources were poured into the war machine on the part of the government of the day. Trunk and feeders roads in Southern Sudan were colonised by dense vegetation and bridges were broken in the course of the war probably to deny enemy combatants mobility. Roads were barely passable. However, in January 2005 the guns went silent permanently as a comprehensive peace agreement (CPA) was signed, ushering in a new era of peace, stability and development.

...The CPA established self-government for Southern Sudan as an autonomous region. The task for the government of Southern Sudan (GOSS) was enormous. The task was rehabilitation and development of a virtually destroyed region in infrastructure wise. Apparently the GOSS was to start from scratch with no resources of its own but to rely on the good will of the central government of national unity (GONU) and on the benevolence of the international community.

...However, to be fair the GOSS has been striving to provide services as peace dividends. About 870 kilometres of road in Southern Sudan have been repaired. Journey times to the various destinations have been drastically reduced to the satisfaction of motorists. Goods can be transported from one location to the other with ease. The GOSS and its Ministry of Transport and Roads deserve a credit for the efforts made so far in difficult circumstances. However, one nagging question is the condition of roads in Juba the supposed capital city of both Southern Sudan and Central Equatoria State. Regrettably the conditions of the roads in and around Juba encourage somebody to lose confidence in the GOSS as a serious national institution that has the responsibility to provide at least the basic services to its citizens (‘Focus On South: Southern Sudan Roads: What are People to Believe?’ 2007, *Sudan Vision*, 12 September <http://www.sudanvisiondaily.com/modules.php?name=News&file=article&sid=25489> – Accessed 20 February 2009 – Attachment 10).

Please note that journey times can change depending on the time of year. Rainy season in Southern Sudan can result in road closures, severe delays and increased journey times due to road conditions. The information provided is divided into three sections:

- [Kampala-Juba](#);
- [Juba-Yei-Maridi](#); and
- [Juba-Mundri-Maridi](#);

Kampala-Juba

An article dated 18 May 2007 in *The Nation* reports that at “least six buses ply Kampala-Nimule-Juba road daily from only one four months ago, and none six months ago. Now, it takes only 12 hours to get to Juba” (Diyani, Dean 2007, ‘Uganda: Africa’s Longest War Dies Out Ever So Slowly’, *The Nation*, 18 May, allAfrica.com website <http://allafrica.com/> – Accessed 20 February 2009 – Attachment 11).

Daniel Akau was in Southern Sudan over the summer of 2008. Daniel reports that it took ten hours in a bus to travel from Kampala to Nimule (Akau, Daniel (undated), ‘My Experience In Juba and Among the Biran People’, Bira Educational Associates for Development website <http://www.birasudan.org/articles/> – Accessed 20 February 2009 – Attachment 12).

A blog dated 2 March 2007 reports that the bus ride from Kampala to Gulu took five hours “on pretty rough roads.” A blog dated 7 May 2008 reports that the bus ride from Kampala to Gulu took seven hours. A blog dated 22 May 2008 reports that the “drive from Kampala to Gulu was 9 hours of heat and potholes” (Ted 2007, ‘Gulu, Uganda – Day 1 – Hospital Experience’, Humanize the Earth Blog, 2 March <http://tedernst.com/wp/category/family/> – Accessed 20 February 2009 – Attachment 13; Julie 2008, ‘119 Speed Bumps to Gulu’, The Best Life Never Leaves Your Lungs Blog, 7 May <http://julieanneluthien.wordpress.com/2008/05/> – Accessed 20 February 2009 – Attachment 14; and Lucy 2008, ‘Thursday, May 22, 2008 – Nimule, Sudan’, Lucy’s Blog, 22 May <http://lucyobryan.blogspot.com/2008/05/nimule-sudan.html> – Accessed 20 February 2009 – Attachment 15).

A blog dated 22 May 2008 reports that it took five hours to drive from Gulu into Sudan (Lucy 2008, ‘Thursday, May 22, 2008’, Lucy’s Blog, 22 May <http://lucyobryan.blogspot.com/2008/05/nimule-sudan.html> – Accessed 20 February 2009 – Attachment 16). An article dated 27 September 2007 in *New Vision* reports that “this road, said to bring in more export earnings than any other export route, has no single stretch of tarmac along its nearly 300km length from Gulu to Nimule.” The article continues:

A bus ticket now costs sh100,000, up from sh50,000 on account of the longer journey, riddled with constant breakdowns and higher fuel costs.

“And then you have to sleep on the way,” said James Okanya, a consultant here.

After they reach Gulu, vehicles now detour west up to Arua and Moyo in the northwest, before heading back east up to Atiak, a seven-hour journey, where they spend the night.

Without the detour to the northwest of the country, the Gulu to Atiak journey is ordinarily a two-hour ride.

Some commuters without luggage, and without personal vehicles, are opting to get on motorbikes in Gulu.

A motorbike-ride from Gulu to Atiak takes about three hours, and costs sh30,000.

From Atiak, the commuters hop onto a taxi to the border, which charges sh30,000 for a two-hour journey (Mulumba, Badru 2007, 'Uganda: Market Prices Shoot Up in Juba', *New Vision*, 27 September, allAfrica.com website <http://allafrica.com/> – Accessed 20 February 2009 – Attachment 17).

An article dated 13 January 2007 in *New Vision* reports that Owiny-Kibul is “about 20 miles from the Uganda-Sudan border.” According to Gulu RDC Col. Walter Ochora, “because of the poor road network, one has to travel at least 120km to reach the place. You have to pass through Magwi or Ngomoromo, because that is where the road network is”. The article reports that “[w]hen it rains, the road from the Ugandan border to Owiny Ki-Bul becomes impassable, even for four-wheel drive vehicles” ('Uganda: Owiny Ki-Bul – Shaping Destiny' 2007, *New Vision*, 13 January, allAfrica.com website <http://allafrica.com/> – Accessed 20 February 2009 – Attachment 18).

It took Daniel Akau, seven hours by bus to travel from Nimule to Juba (Akau, Daniel (undated), 'My Experience In Juba and Among the Biran People', Bira Educational Associates for Development website <http://www.birasudan.org/articles/> – Accessed 20 February 2009 – Attachment 19).

Juba-Yei-Maridi

According to the Gurtong Peace Trust Project, it takes four hours by bus to travel from Juba to Yei ('Getting into and around Southern Sudan' 2007, Gurtong Peace Trust Project website, 19 September http://www.gurtong.org/travel_toget_there.asp – Accessed 20 February 2009 – Attachment 20).

A blog dated 28 January 2009 reports that it took seven hours to drive from Yei to Maridi (Presley, Jimie 2008, 'Road trip from Maridi to Yei', Another Year Away Blog, 28 January <http://jimmiepresley.blogspot.com/2008/01/road-trip-from-maridi-to-yei.html> – Accessed 20 February 2009 – Attachment 21).

Juba-Mundri-Maridi

An entry dated 7 March 2008 on *AfricaNews*, the largest network of African reporters, by journalist Thomas van de Beek reports that it took just over eight hours to travel from Juba to Mundri:

Eight hours later – we're almost in Mundri – the peaceful trip gets an adventurous twist, when we get stuck in the water while crossing the river. The new bridge, the old one was destroyed in 1992, will be ready by the end of this month (a sign of the current wave of development taking place in post-war Southern Sudan) so driving through is the only way. When a dozen of local young guys help pushing, I am the only one left in the van – filming – besides the driver, and I feel kind of awkward. Imagine 15 people in the water working their ass off to get your van to the other side, and you, the white european, sitting in the car, being carried like some sort of king, that just doesn't feel right. So although my pants are too tight to roll up (fashion! why did i bring these pants anyways?) I jump out of the window and start pushing along. After all, this is Sudan, why bother.

Five minutes later, we arrive in the town of Mundri (van de Beek, Thomas 2008, 'Mutatu to Mundri', *AfricaNews*, 7 March http://www.africanews.com/site/list_messages/16336 – Accessed 20 February 2009 – Attachment 22).

No information on the time it takes to travel between Mundri and Maridi was found amongst the sources consulted.

5. Please provide information about the Caritas camp at Ri-Kwangba?

No information on the Caritas camp at Ri-Kwangba was found amongst the sources consulted. The following information relates to the facilities at Ri-Kwangba.

An article dated 19 September 2006 by *Agence France Presse* reports that there is a camp of “five thatched huts” in Ri-Kwangba:

On Sunday, an LRA official had said Kony and Otti had arrived at Ri-Kwangba but reporters who visited the site on Tuesday said they were nowhere to be seen.

LRA commanders at the camp of five thatched huts said the pair was nearby and that a total of about 3,500 fighters were camped on the outskirts, waiting for a severe water shortage to be dealt with before they enter (Martell, Peter 2006, 'Uganda rebel chiefs absent at neutral camp as truce deadline expires', *Agence France Presse*, 19 September, ReliefWeb website <http://www.reliefweb.int/rw/RWB.NSF/db900SID/VBOL-6TSGQ9?OpenDocument> – Accessed 20 February 2009 – Attachment 23).

An article dated June 2007 in *IRIN News* reports on the facilities at Ri-Kwangba:

Facilities have been established in Ri-Kwangba during the talks to effectively institutionalise the LRA in this remote location near the Sudan-Democratic Republic of Congo border – a significant political and social shift for the secretive group.

The meeting area – only a few hundred metres from the LRA bush headquarters in the DRC – has a water point, portable toilets, storage huts and a clearing for a large tent. When needed, international delegates are flown in and out by helicopter, and hundreds of plastic chairs, a generator, and a lunch of rice and stew brought in by road. Communication facilities and food have also been provided ('In-Depth: Living with the LRA: The Juba Peace Initiative' 2007, *IRIN News*, June <http://www.irinnews.org/InDepthMain.aspx?InDepthId=58&ReportId=72446> – Accessed 20 February 2009 – Attachment 24).

An article dated 4 November 2008 in *The Monitor* reports that there is a tent at Ri-Kwangba which can accommodate 200 people:

A tent to accommodate 200 people had already been filled at Ri-Kwangba. The government team sat on the right, Dr Machar's mediation team was in the centre and the LRA were supposed to sit on the left (Nakairu, Frank 2008, 'Uganda: Kony delays deal', *The Monitor*, 4 November, The Norwegian Council for Africa website <http://www.afrika.no/Detailed/16497.html> – Accessed 20 February 2009 – Attachment 25).

List of Sources Consulted

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Government Information & Reports

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Parliament of Uganda <http://www.parliament.go.ug/>

UK Home Office <http://www.homeoffice.gov.uk/>

US Department of State <http://www.state.gov/>

United Nations (UN)

UN Refugee Agency – Refworld <http://www.unhcr.org/cgi-bin/txis/vtx/rsd>

Non-Government Organisations

Amnesty International <http://www.amnesty.org/>

Freedom House <http://www.freedomhouse.org/>

Human Rights Watch <http://www.hrw.org/>

Institute of War and Peace Reporting <http://www.iwpr.net/>

International Crisis Group <http://www.crisisgroup.org/>

ReliefWeb <http://www.reliefweb.int/>

Small Arms Survey <http://www.smallarmssurvey.org/>

International News & Politics

AfricaNews <http://www.africanews.com/>

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Google <http://www.google.com.au/>

Databases:

FACTIVA (news database)

BACIS (DIAC Country Information database)

REFINFO (IRBDC (Canada) Country Information database)

ISYS (RRT Research & Information database, including Amnesty International, Human Rights Watch, US Department of State Reports)

RRT Library Catalogue

List of Attachments

1. Mukasa, Henry 2007, 'Uganda: LRA Given Safe Corridors to Ri-Kwangba', *New Vision*, 8 May, allAfrica.com website, 8 May <http://allafrica.com/> – Accessed 20 February 2009.
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<http://www.alertnet.org/db/blogs/54648/2008/11/8-151213-1.htm> – Accessed 20 February 2009.
10. 'Focus On South: Southern Sudan Roads: What are People to Believe?' 2007, *Sudan Vision*, 12 September
<http://www.sudanvisiondaily.com/modules.php?name=News&file=article&sid=25489> – Accessed 20 February 2009.
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