

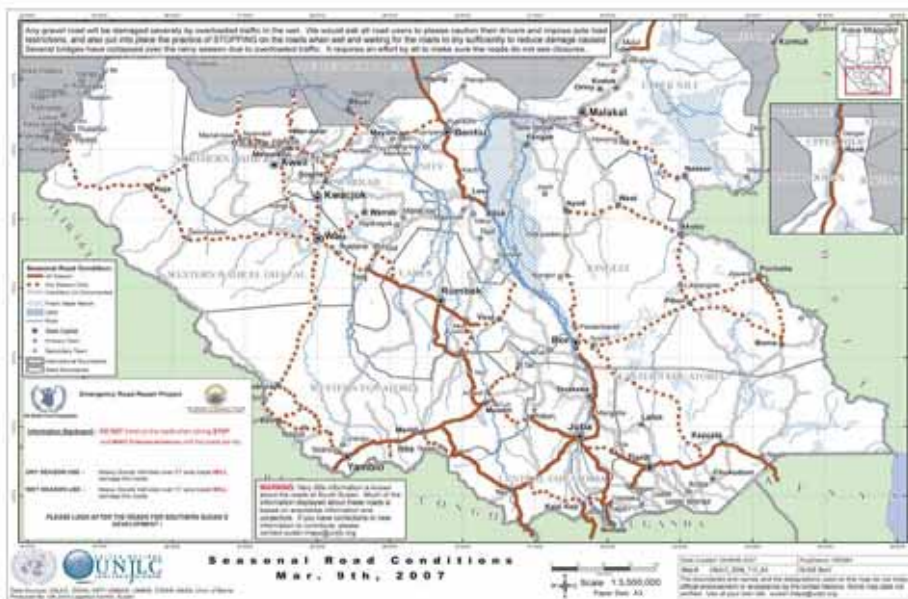
## UNJLC

### Sudan Logistics Bulletin # 86

April 2007

## Highlights

- ❖ UNJLC has completed a light vehicle expedition from Khartoum to Juba. The journey was prepared in cooperation with UNDSS and WFP. Based on experiences and data collection en route, UNJLC's GIS Unit in Juba is currently compiling detailed information on North - South surface transport routes and their limitations.
- ❖ Recently updated 'Roads: Practicability and Seasonal Conditions' map for Southern Sudan is available from the GIS/mapping Unit in Juba.
- ❖ The FEWS NET Darfur Rain Timeline and Seven Day Forecast will be posted weekly on the UNJLC website throughout the rainy season.
- ❖ In light of the upcoming rainy season, UNJLC and CARE are organising free of charge surface cargo transport to Darfur for humanitarian agencies.
- ❖ The next UNJLC/UNDSS light vehicle convoy to Darfur will be departing the 16th of May. This convoy is open to all agencies/NGO's interested.



## UNJLC Contacts

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# 1. SUDAN-WIDE

## Passenger Transport

**Flight Schedules:** Recent UNMIS and UNHAS passenger flight schedules are available at <http://www.unjlc.org/sudan/transport/air/schedules>. UNHAS passengers are reminded to comply with dangerous goods regulations, and to note the luggage allowance of 15 kg.

## Spare Cargo Capacity on UN Flights

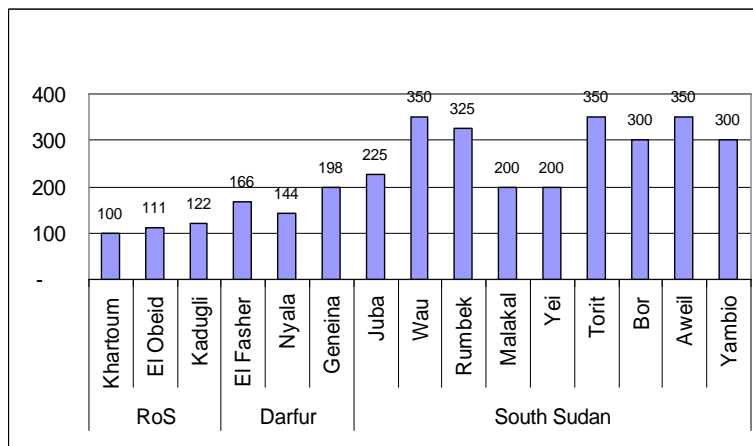
**WFP-UNHAS:** The WFP-HAS small cargo service (25 kg/package; up to 100 kg) is available to North and South Sudan. Organisations should contact WFP-HAS at [dominic.waldron@wfp.org](mailto:dominic.waldron@wfp.org) or [kennedy.ooro@wfp.org](mailto:kennedy.ooro@wfp.org).

**UNMIS:** Organisations can apply to send cargo on a space available basis. To apply for UNMIS Air, Rail, Surface and Barge Service spare cargo capacity, fill out the UNMIS Request Form (CMR) on [http://www.unjlc.org/sudan/transport/air/cargo\\_passenger/](http://www.unjlc.org/sudan/transport/air/cargo_passenger/) and submit to UNJLC for authorisation. Forms can then be submitted to UNMIS MOVCON for processing from 0800 to 1300. No CMR can be accepted for cargo less than 20KG. Contact [unjlc.khartoum@wfp.org](mailto:unjlc.khartoum@wfp.org). MOVCON contact is Clark Toes at [toes@un.org](mailto:toes@un.org).



## Fuel

In Kadulgi, WFP is bringing Jet A-1 from El Obeid by drums. For refuelling aircrafts there is only a hand pump available. UNMIS is provided by Badr Company/Xaviation with Jet A-1 who has a tanker in place, but will switch to Tri-Star. Diesel Prices in Sudan (SD per L).



In **Malakal**, stocks are not always reliable and the quality is low. Most agencies have arrangements with WFP for their own stocks to be brought in. The fuel situation in **Damzine** is normal, no shortages are expected in the rainy season as between Khartoum or El-Obeid to Damazine the road is asphalted and the city will not be cut off during the rainy season. Several pump station supply good quality fuel. The fuel situation in **Kurmuk** is limited; although the Ethiopian border is

near. Agencies and NGOs are supplied from Damazine by drums and have their emergency fuel supply for the rainy season sorted. The fuel found in Kurmuk is of bad quality and prices differ depending on the supplier / shop owners. Apparently there is no fuel which cross border from Ethiopia however this is expected during the rainy season.

There is a fuel shortage in East Africa. UNJLC is following up to determine what the impact may be on Southern Sudan price levels and availability in the coming period.

## Meetings – May/ June



**UNJLC Logistics Coordination Meetings:** UNJLC holds monthly “Logistics Coordination” and “NFI meetings” in Juba, the Darfur State Capitals and Khartoum. All interested parties are encouraged to attend. For further information on meetings, contact or your local UNJLC Logistics Officer. UNJLC Juba also operates a GIS Coordination Meeting (Inter Agency Data Working Group). Precise schedules for this can be obtained from [ben.wielgosz@wfp.org](mailto:ben.wielgosz@wfp.org) and [nicholas.mcwilliam@wfp.org](mailto:nicholas.mcwilliam@wfp.org).

**Email Distribution Lists:** In addition, UNJLC operates two email lists for North Sudan ([sudan.logs@unjlc.org](mailto:sudan.logs@unjlc.org)) and South Sudan ([southsudan.logs@unjlc.org](mailto:southsudan.logs@unjlc.org)). These lists are intended for sharing logistics information within the humanitarian sector. Please register by sending an email to the following addresses ([sudan.logs-subscribe@unjlc.org](mailto:sudan.logs-subscribe@unjlc.org) or [southsudan.logs-subscribe@unjlc.org](mailto:southsudan.logs-subscribe@unjlc.org))

### Warehousing Management Course

WFP is providing a ‘Warehousing Management Course’ in Khartoum for interested Agencies and NGO staff. The plan is to hold new training in Khartoum 22-24 May 2007. Interested agencies are encouraged to contact Lemma Bayissa, ([Lemna.Bayissa@wfp.org](mailto:Lemma.Bayissa@wfp.org)). Please submit name, agency, nationality, position/function.

### Returns Update

Since Januari 2007, IOM has successfully moved 32,500 internally displaced people (IDPs) back to their place of origine. The convoys with organised returnees from Nyala – Northern Bargazal have been completed. Most of the North - South movement planned for the coming months will be by air or by barge transportation, due to restrictions of surface transport imposed by the upcoming rains. Although convoys are planned to move to South Kordofan throughout the rainy season. Two departure centres for Khartoum were severely damaged by the haboob. Only Es Salam currently is functioning. (source: IOM)

Place	Date	Meeting
El Fasher	01-May	NFI Coordination Meeting
El Fasher	15-May	Logistics Coordination Meeting
El Fasher	29-May	NFI Coordination Meeting
El Fasher	12-Jun	Logs
El Fasher	26-Jun	NFI Coordination Meeting
Geneina	01-May	NFI/ Logistics Coordination Meeting
Geneina	02-May	Helicopter User Group Meeting
Geneina	17-May	NFI/ Logistics Coordination Meeting
Geneina	22-May	Helicopter User Group Meeting
Geneina	29-May	NFI/ Logistics Coordination Meeting
Nyala	08-May	NFI/ Logistics Coordination Meeting
Nyala	09-May	Helicopter User Group Meeting
Nyala	22-May	NFI/ Logistics Coordination Meeting
Nyala	23-May	Helicopter User Group Meeting
Nyala	05-Jun	NFI/ Logistics Coordination Meeting
Nyala	06-Jun	Helicopter User Group Meeting
Nyala	19-Jun	NFI/ Logistics Coordination Meeting
Nyala	20-Jun	Helicopter User Group Meeting
Juba	09-May	Logistics Coordination Meeting
Juba	17-May	NFI Coordination Meeting
Juba	18-May	OATG meeting
Juba	18-May	Transport/de-mining Working Group
Juba	13-Jun	Logistics Coordination Meeting
Juba	21-Jun	NFI Coordination Meeting
Khartoum	Tuesdays	LCC Meeting
Khartoum	10-May	Logistics Coordination Meeting
Khartoum	17-May	NFI Coordination Meeting Darfur
Khartoum	17-May	NFI Coordination Meeting RoS
Khartoum	14-May	Logistics Coordination Meeting
Khartoum	21-Jun	NFI Coordination Meeting Darfur
Khartoum	21-Jun	NFI Coordination Meeting RoS

## 2. DARFUR

### Rainy Season

In light of the upcoming rainy season the 'famine early warning system network' (FEWS) is publishing their Darfur Rain Timeline and Seven Day Forecast. These will be posted on the UNJLC website on a weekly basis ([www.unjlc.org](http://www.unjlc.org)).

### Fast Track Customs - Joint Communiqué

The High Level Committee meeting on the implementation of the Joint Communiqué on the Facilitation of Humanitarian Activities in Darfur on 2 May 200, was promising improved access for humanitarian access and further attention for bureaucratic impediments. Especially the customs procedures are of logistics importance. All items required for the Darfur humanitarian operation by any humanitarian agency should be released from the Customs Department with immediate effect. UNJLC encourages all NGOs and agencies to report problems with customs, visas, stay permits etc immediately to OCHA. Contacts are Celine Esposito at [espositoc@un.org](mailto:espositoc@un.org), Christian Smets at [smets@un.org](mailto:smets@un.org), and Barbara Manzi at [manzi@un.org](mailto:manzi@un.org).

### Darfur Maps

For the recently updated maps regarding humanitarian access/ IDP gatherings are available on the IMU map centre ([www.unsudanig.org/library/mapcatalogue/darfur](http://www.unsudanig.org/library/mapcatalogue/darfur)) or in the IMU/ OCHA map shop.

### Air Transport

UNHAS check in procedures have changed. Passengers are now requested to:

- Check-in one hour prior to departure.
- Display ID prior to entering the UNHAS check-in office.
- Ensure that only passengers enter the check-in office.
- Be prepared for full inspection of all baggage. If travelling with any boxes/crates, please ensure extra packing tape, nails, etc. are also available for repacking if necessary.

### Light Vehicle Convoy to Darfur

In order to deliver humanitarian vehicles safely and cost effectively to the Darfur State capitals, UNJLC is facilitating a convoy from Khartoum to all three Darfur states, in close cooperation with UNDSS. This convoy will be the last of its kind before the start rainy season.. For the part of the journey travelling within Darfur state boundaries the African Union will be providing armed escort. Organisations and agencies wishing to participate should contact [khartoum.unjlc@wfp.org](mailto:khartoum.unjlc@wfp.org) or [otto.bijleveld@wfp.org](mailto:otto.bijleveld@wfp.org). The registration form is available at [http://www.unjlc.org/sudan/transport/land/light\\_vehicle\\_convoy/view](http://www.unjlc.org/sudan/transport/land/light_vehicle_convoy/view).

### Availability of Common Transport

In light of the upcoming rainy season, UNJLC and CARE are providing free of charge surface cargo transport from Khartoum to the Darfur state capitals. All humanitarian actors can access this common service capacity by completing a cargo movement request (CMR) to be obtained from [alister.shields@wfp.org](mailto:alister.shields@wfp.org) or [unjlc.khartoum@wfp.org](mailto:unjlc.khartoum@wfp.org).

## 2.1. North Darfur

### Road accessibility

- All roads are being travelled by Commercial vehicles. The areas North of Kutum are constantly being assessed by UNDSS and are a case by case decision on travels.
- UNDSS is currently assessing the Kebkabiya - El Fasher road which has not been travelled for many months.
- With the upcoming rainy season, the southern area towards Dar es Salaam will only be accessed from the Shangil Tobaya road. In the North, the Kutum town area may be cut off as the Wadi Runs both north and south of the town.

## 2.2. South Darfur

### Road accessibility

As in the other Darfur states commercial traffic continues to operate throughout the region without significant problems. All agencies are strongly advised to check with UNDSS before travelling.

The main road to Kass from Nyala via Bulbul is now considered open under category C, requiring 3 vehicles per convoy for UN movement. The Nyala-Edel Fursan Road is considered accessible.



- Recent assessments have been conducted in Eastern Jebel Marra and south of Nyala, including the Burum-Tulus area. Most roads are now classified as category 'C' and thus accessible. (Source: WFP Security Office). Some areas perceived as problematic for the UN are nevertheless accessible for national and some international NGOs, for instance Ed Daien (160kms from Nyala) and south of Kass. However, all agencies are strongly advised to check with UNDSS before travelling.
- The road Ishma-Um Zeifa-Labado is now 'NO GO' due to the continuous and increasing banditry being reported along that road.
- The Nyala-El Fasher road is 'GO' between Nyala and Menawashi (80kms) although the section Menawashi-Shangil Tobaya (45kms) is 'NO GO' as prone to banditry activity.
- The Government of Sudan has increased check points along the Nyala-Kass road from four to seven.
- The road to Buram is reported to be relatively safe despite the reported appearance of some Arab militia. (a joint assessment mission travelled this road last week without any problems however UNDSS continues to stress that things can change without any warning.)

### Air Transport

Nyala airport remains fully operational. Passengers are reminded to carry supplementary copies of passport and visa as both are requested on arrival and on departure.

An UNHAS Helicopter User Group Meeting for South Darfur was held on the 24<sup>th</sup> of April. Top of the agenda was the construction of helipads in certain locations. The reason is twofold (1) safety concerns (visibility) (2) technical maintenance.

- Construction of Helipad in Kutrum and Deribat is not completed.
- Helipads awaiting construction are: Nertiti, Mukjar, Garsilla, Zalingei, Kass, Muhajaria, Sharia, Sania, Fandu
- Sharia has officially been added to the helicopter rotation schedule on the Muhajaria route.
- The manifest will be circulated daily by OCHA to all agencies in the next email circulation of the helicopter flight schedule. Agencies who wish to receive this information should let OCHA/UNHAS know.

## 2.3. West Darfur

### Road Accessibility

**El Obeid - Geneina:** Commercial trucks coming from El Obeid to Geneina usually use the following roads.

1. Fasher: The stretch from El Fasher to Geneina s road is accessible even after heavy rains, because of the it's nature (not muddy). It runs from El Fasher to Taweela, Kabkabeeia, Birka Sair, Saraf Omra, and then to Geneina. For the time being this road is not used due to security restrictions.
2. Nyala: This road is now very good for all types of trucks to use, especially after construction of two bridges, in Wadi Azoom (this wadi used to stop trucks for up to forty days during rains) and Barey Bridge. Also Acted fixed the muddy area of Mara.

**Roads in West Darfur:** North -Seleia and Kulbus Area: Movement in this area is relatively easy in anything up to the most torrential rains. The main sticking point would be Wadi Beir Dageeg, however most trucks can pass with a slight delay depending on conditions.

**South:** No problems for trucks to move to south Geneina, ACTED fixed cross points on Wadi Rati and Wadi Habeela, there are some wadis before reaching For Baranga such as Kobri and Kojri but they are not headache for drivers.

**East Geneina:** The area is very easy accessible for all trucks to go to any location on the East.

### Road Categories

Since March 07 (contributed by UNDSS)

- Mourni and Um Shalaya : B category road
- Geneina - Sanidadi : D category road
- Sanidadi - surrounding villages Wiri Wiri , Betue Arba, Selba, Adoee, Abu Gokha, Gag gag and Begily B Cat roads within the villages mentioned: No overnight stay.
- Habila-Arara-Beida-Kongo Haraza: B category road, Open by Air – UNDSS recommends Tearfund compound in Beida can be utilized by UN agencies for night over provided that steps are taken that it becomes MORSS compliant
- Geneina - Jabal Moun: D category road , open by Air , No overnight stay.

Updated since 12 April 07 (contributed by WFP Security team)

- Geneina – Habila (via Masmaja or Tawang): B category road
- Habila – Mangarsa / Gobie - Foro Baranga: C category road
- Operational Levels: Foro Baranga is assessed at level 2 – Permissive (Essential Program Movement Only).
- Recommendation: Overnight stay in the area should be restricted to Habila (WFP, UNHCR compound) and Foro Baranga (WFP guesthouse, AU compound)

### Road Category Legend

Category	Descriptions
A	Low Risk Road. Within the city/town. Limits of 20 kms radius. (Single MOSS compliant vehicle, Not less than TWO people in a vehicle, Vehicle tracking is required)
B	Medium Risk Road. Outside the city/town limits of 20 km. (Two MOSS compliant vehicles, Not less than TWO people in a vehicle, vehicle tracking is required)
C	Medium to High Risk. For UN Convoy travel outside the city/town limits, FOUR or more vehicles in the convoy, at least TWO MOSS compliant vehicles, time restriction on travel can be implemented, vehicles tracking procedures apply hourly, radio check is required, prior security briefing is required.
D	High Risk. For UN travel due to recent incidents. (Emergency/ essential movement only for life saving missions)
E	Critical Risk. By Air Only. The road has been assessed as a critical risk for UN travel due to ongoing incidents.

## Air – UNHAS

Based on security ground, special flights would be cancelled if it has not been cleared by UNDSS and physically sign the flight documents. Standards for normal rotation would be applied.

- UNHAS is operational with 2 helicopters, resuming flight's to Foro Baranga from 29 April 2007.
- A 'special flight request form' is now required for booking special helicopter flights. This is available on the UNJLC website. An updated helicopter schedule is also available on [www.unjlc.org](http://www.unjlc.org).
- UNJLC facilitates regular Helicopter User Group meetings. These are conducted approximately twice a month (see meeting schedule on page 2) or contact [allannng.hb@wfp.org](mailto:allannng.hb@wfp.org).
- UNHAS will soon have space for handling bookings within the premises of the new WFP office. This will avoid passengers having to travel to the airport to make bookings. Currently, booking focal points are sending drivers to the airport to make reservations, an issue which is creating problems.

The proposed procedures as it stands have been approved with the following amendments:

- Requesting agency for special flight would be the focal point to arrange the special flight with other agencies travelling on the flight.
- Individual agencies participating in the special flight should fill in the WFP-HAS passengers booking form and submit stamped and signed form to the requesting agency at least 72 hours prior to the flight schedule for submission to UNLC / WFP-HAS office in EI Geneina.
- Full cost recovery for special flight has been removed, however, for special flight to take place, minimum 6 physical passengers is required for any single trip to any destination, and the normal flight charges would be applied. Requesting agency should liaise with other agencies to ensure that at least 6 passengers is on the flight.
- The heading for landing zone specification should read the guidelines for appropriate size and construction of landing site

## Warehousing Management Course

The WFP warehousing management course, open to participants from various agencies and NGO's has been postponed (expected in June) due to availability of the trainer.

# 3. SOUTH SUDAN

## Security<sup>1</sup>

- UN staff travelling in or out of South Sudan must request Security Clearance from Deputy Designated Official or Area Security Coordinator at: [undss.southsudan@undp.org](mailto:undss.southsudan@undp.org). (Source: UNDSS South Sudan).

## Road Transport

WFP barriers will be in place this season, including 41 pre-fab barriers, to preserve the newly rehabilitated roads. The actual locations are being determined.

## Road Status

- Road stretch Farasika – Cukudum (EEQ) reduced to level 2 effective 02 May 07. (For details see Security Levels: Roads/ River stretches – level 3, serial 4).
- Motot has been reassessed by UN Security. Security level has been reduced to level 2 effective 26 April 07 in view of a general improvement of security situation in the area.
- Waat (Jonglei State) has been reassessed by UN Security. Security level has been reduced to level 2 effective 26 April 07 in view of a general improvement of security situation in the area, subsequent a raise to level 4 earlier in the week in view of a death threat to an INGO.
- Tambura has been reassessed by UN Security. Security level has been reduced to level 2 effective 17 April 07 in view of a general improvement of security situation in the area.

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<sup>1</sup> You are encouraged to contact your local UNDSS representative for updates.

- Ezo has been reduced to level 2. All current level 3 roads with mandatory armed escorts in Western Equatoria have been reduced to level 2, effective 19 Apr 07, in view of improved security situation.
- All current level 3 roads with mandatory armed escorts in Western Equatoria have been reduced to level 2, effective 19 Apr 07, in view of improved security situation.
- No changes on the roads' status on the Eastern bank of Nile.



*(Northern Lol river crossing, Photo: Ben Wielgosz)*

### Bridges

A major revision of the bridges database has been concluded with input from the UNJLC Khartoum Juba convoy, GOSS ministry of Transport and Roads and UNOPS. This has led to a recent update of the 'seasonal road conditions' containing more reliable information about river crossings.

### Barges

UNJLC completed an assessment in Khartoum with IOM in March. The report has not been finalised yet. IOM is looking into moving another 2 barges of returnees and this was the assessment to ascertain if they are feasible for moving people.

UNJLC has been tasked to visit the ports and put together a report. This is being done in cooperation with UN. Safety around commercial barges is an issue. A handler should travel with the cargo to ensure that improper activities do not occur (such as cooking on top of petrol shipments). This should be incorporated in contract with freight forwarder.

At request of the DHC, UNJLC will be assessing river transport as a means of transport during the rainy season. A report will follow.

### De-mining<sup>2</sup>

- In Pibor the clearance of stock piles of UXO's has been completed.
- The anti tank mine field in Nasir has been cleared
- Survey and clearance of the route Magwi-Pageri, Limbe-Kaya river and Mitri drains on the Juba road.
- Clearance continues also on a minefield around Kapoeta Town and the Kapoeta airstrip extension. (Source: UNMAO).

### GIS Mapping

**Transport Infrastructure Assessment Project:** All maps are available at: [www.unjlc.org/sudan/maps](http://www.unjlc.org/sudan/maps).

- UNJLC GIS activities in Juba are currently taking full advantage of the remaining dry season conditions to collect data for inclusion in the Geographic Roads Database UNJLC is developing for the GOSS Ministry of Transport and Roads.
- An NFI map has been produced showing location of NFI partners' offices and their warehouse in Southern Sudan.
- Due to the demand by many parties for reliable information on overland connections from Khartoum to Juba for the movement of persons and goods, UNJLC in Juba is focussing its efforts on providing detailed information on available transport routes and their limitations.

The full report is available from [ben.wielgosz@wfp.org](mailto:ben.wielgosz@wfp.org) and will be posted on the UNJLC website.

<sup>2</sup> Please check with UNMAO prior to travel for latest updates



### Warehousing

UNJLC has been requested by the deputy resident humanitarian coordinator to investigate the need for common warehousing in Juba and key locations in other states. The DRHC suggested that land could be secured in Juba for such a purpose. The environment is changing from emergency response into long-term development. This will require more permanent structures and solutions that are both cost-effective and reliable. Interest was also expressed for other locations besides Juba, specifically Rumbek and Malakal among others. Factors taken into account included cost, access, insurance, damaged goods responsibilities, security, etc.



## 4. REST OF NORTH SUDAN (ROS)

### Security

The following roads in South Kordofan are currently 'NO GO':

- Andulo road, 52kms east of Kadugli
- Angarto road, 30kms northeast of Talodi
- Chawre road, 10kms west of Kauda
- Chororo road, 12kms south of Kadugli
- Eiri road, 25kms west of Kauda
- Kudi road, 20kms north of Kauda
- Lagori road, 13kms northeast of Kadugli
- Mando raod, 90kms east of Kadugli
- Tunguli road, 66kms northeast of Kauda

### Road accessibility

**Kurmuk – Chali** The only possible means of transportation is a tractor with trailer, but even those get stuck and relay on their passenger to free themselves.

1. Kurmuk – Chali direct is 39 Kms and takes about 1h30 for vehicle and double to buses and trucks. It's a black soil road and its cut off during the rainy season.
2. Kurmuk - Chali via Ora is 59 Kms and takes about 2 hours in a vehicle and double with a bus or a truck. It's a black soil road which is muddy during the rainy season and is cut off.

### The Damazine - Kurmuk road

Damazine - Dindero which is about half way, the road is a brown soil (called ramdia by the local ), it's a hard gravel road with a lot of potholes that why during the dry season the vehicles, trucks etc... use a side way which is black soil and could not be used during the rainy season. The gravel road could be used in the rainy season but with caution.

Dindero - Kurmuk is a black soil with some difficult passage or ravine after Sali ( SPLA check point ). This road is cut off during the rainy season. It is used normally by small trucks ( 7 MT. ) after 3 to 4 of dry days. But even they get stuck sometimes for days.

### Rainy Season Road Conditions in South Kordofan

- The road from El Obeid to Kadugli is open even in the rainy season. The road is tarmac apart from the last 70kms which is compact sand. Caution is therefore advised on this stretch during the rainy season.
- The Kadugli-Abyei road is open all year round although drivers should be cautious during the rainy season.
- The Kadugli-Lagawa road is currently reported to be open, although is likely to be difficult to access depending on the severity of the rains.
- The Kadugli-Kauda and Kadugli-Talodi roads are currently open, although will be closed during the rainy season.

With specific relevance to the organised returns movement, the following roads are deemed to be inaccessible during the rainy season due to insufficient road improvements: Meiram-Maluakon-Aweil, Maluakon-Akon,

Abyei-Wondrok and Guachok-Wau. Civicon has started improvements on the first 15kms from Guachok, although progress has been delayed.

- The only practical route is between El Obeid and Wau through As-Sumayh, War-Awar, Maluakon, Aweil and south to Wau.
- The road between Maluakon and Aweil is through a low-lying swamp between two river channels, making this north-south route impassable in the rainy season (by beginning May). Conditions between Aweil and Wau are to be assessed by UNJLC.
- Road rehabilitation activities planned for October 2007 – April 2008 may open a second route between Abyei and Wau through Wunrok, Gogrial and Kwacjok.
- The Mabior Dike Project and a Bridge Project in Malakal may open Jonglei State for North-South overland shipping although expected dates are as yet uncertain.

### De-mining:

The following road/track are now categorized as 'no evidence of mines and UXOs'

- Agedi - Bobok
- Bobok - Buk
- Buk - Wedabok
- Gerabin - Waden Nail

### Air

An agreement has been reached to develop the Abyei airstrip approximately 7 km north of Abyei under the responsibility of SRRC/HAC. The community will provide labour and instruments; UNMIS will assist with equipment; OCHA will mobilize funds; WFP will provide technical advice. Due to this the current airstrip is not available and only the UNMIS helipads are in use.

### Fuel

- UNHAS is bringing in Jet A-1 drums from El Obeid to refuel its aircraft. Refuelling is done by hand pump. The UNMIS contract with Badr of El Obeid to supply Jet A-1 is soon to expire, with Tri-Star taking over. Badr had previously subcontracted this supply to Xaviation whose tanker is in Kadugli.
- There are three fuel stations in Kadugli, the newest being Petronas. The quality of the fuel is reported to be good. All fuel comes from El Obeid refinery and with good connections even in the rainy season; supply is not expected to change, although prices may increase.

### Warehousing

**Abyei:** WFP has generously offered to assist UN agencies and NGOs in Abyei to use their rub hall as common storage facility for NFI's. The rub hall will be erected on the Save the Children US premises.

**Kurmuk:** UNHCR is willing to store NFI for distributing partners in their rub halls, on a short term basis.

### UNJLC Office in Kadugli

The UNJLC sub-office in Kadugli is fully operational and will cover South Kordofan, Abyei area and Blue Nile State, focusing on distribution, storage and pre-positioning of NFI's before the rainy season. In addition, UNJLC plans to perform road mapping operations across the region.

A Senior Logistics Officer is now permanently stationed in the region and is overseeing final plans. He can be reached on [nicolas.daher@wfp.org](mailto:nicolas.daher@wfp.org).