

UNJLC

Sudan Logistics Bulletin # 74
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1. HIGHLIGHTS**Sudan-Wide**

Fuel Survey: UNJLC deployed two fuel experts to Sudan and Kenya to update the 2004 fuels surveys and to review the implications of recent events for fuels logistics in Sudan. The final report is expected to be published by mid-April.

Darfur

NFI Distributions: Due to insecurity and limited capacity, there are a lack of cooperating NGO partners to distribute non-food items (NFIs) to newly displaced populations in areas of limited access, such as in Jebel Marra and Gereida. UNJLC and the UN Office for the Coordination of Humanitarian Affairs (OCHA) are identifying and assessing areas of NFI needs and advocating for NGOs to access these areas for NFI distribution.

Restrictions on Fuel Transport Resolved: Government of Sudan restrictions on fuel transportation in Sudan Liberation Army (SLA)-held areas in South Darfur which had limited humanitarian operations were resolved on March 20 when government authorities agreed to follow the previously-determined procedures.

South Sudan

Juba-Western Equatoria Access: Vehicles are now able to use the road from Juba to Western Equatoria through Rokon, Lui, Mundri and Maridi for the first time since its closure 18 years ago. (Source: UNHCR)

2. SECURITY/ACCESS¹**Darfur**

West Darfur: With the decrease of the perceived threat in the area, the UN security level in parts of West Darfur has been reduced from Phase IV amber to Phase IV blue. However, the general security situation remains volatile, causing humanitarian organizations to greatly limit operations in the region.

While helicopter flights have resumed to Kulbus and Selia, road access in the southwest corridor remains limited. Commercial traffic continues to move to all areas except the road between Masteri and Kango Haraza, due to the high level of insecurity on the road. The UN Department of Safety and Security (UNDSS) has declared Ararah, Bedia, and Kango Haraza open for air traffic.

South Darfur: Increased tensions in Nyala followed a number of reported shootings, and local authorities consequently established checkpoints on the major roads in the state. Nonetheless, incidents of highway banditry targeting commercial vehicles continued.

Fighting in the vicinity of Ed Daein led to the temporary restriction of humanitarian movement until a subsequent African Union assessment concluded that there was no immediate threat to relief agencies. (Source: WFP)

North Darfur: Banditry in North Darfur continues to affect the transport of humanitarian cargo, particularly along the El Fasher-Kabkabiya route. WFP has raised the issue with local authorities with the hope of establishing regular patrols in the area. A March 25 security assessment by UNDSS and WFP Security recommended that the Korma vicinity remain 'no-go' to UN staff until security improves. (Source: WFP)

South Sudan

Western Equatoria: The UN High Commissioner for Refugees' (UNHCR) repatriation of refugees to the Central and Western

¹ The security information in this bulletin is current as of March 31. Please be advised that as the security situation changes frequently, this information should be used as a historical guideline only. For updated security information, particularly on 'no-go' areas, organizations must contact their local UNDSS representatives.

Equatoria regions of south Sudan has been suspended following fighting in Yambio on March 18 near the compound of a non-governmental organization and an attack on UNHCR in Yei on March 15. (Source: UNHCR)

Lakes: Attacks on vehicles are being reported between Wulu and Mvolo limiting the movement of humanitarian workers. (Source: WFP)

Rest of Sudan

Blue Nile: Movement and access to some areas of operation remain a challenge due to land mine threats. The Dindero-Kurmuk road remained 'no-go' to UN staff following a landmine incident on March 2. According to the UN Mine Action Office (UNMAO), two additional land mines were found on the same road. Mine clearance of the road is scheduled for completion on April 8. (Source: WFP)

Abyei: Tensions in Abyei hindered the provision of humanitarian assistance in the area. The Abeyi-Nyama-Higlig road was redeclared 'no-go' following a clash on March 11 on the road between Diffra and Abyei. However, on April 4, National Security announced that access restrictions for UN humanitarian agencies to areas north of Abyei had been unconditionally lifted. In addition, the Sudan Relief and Rehabilitation Commission (SRRC) and HAC have stated that NGOs would need no travel permits in the Abyei area. NGO movement outside the Abyei area will still be subject to travel permits delivered by SRRC/HAC and approved by National Security. The new regulation will permit the humanitarian agencies to increase assistance to vulnerable Misseriya communities. (Source: OCHA)

Kassala: Movement restrictions continued to hinder UN humanitarian activities in Kassala. Restricted movement is caused by lack of compliance to the UN Mission in Sudan (UNMIS) Status of Forces Agreement (SOFA) by local authorities, as local travel permits are still being requested from UN Agencies. UNMIS and the UN Office for the Coordination of Humanitarian Affairs (OCHA) met with the Wali of Kassala who insisted on requesting travel permits as long as it is a requirement by authorities in Khartoum. (Source: WFP)

3. LOGISTICS GENERAL

Sudan-Wide

UNJLC Logistics Coordination Meetings: UNJLC holds weekly or fortnightly logistics coordination meetings in Khartoum, El Fasher, El Geneina, Nyala, and Juba. In addition, there is a monthly logistics coordination meeting in Zalingei. All interested organizations are encouraged to attend. For more information, please contact the local UNJLC Logistics Officer.

Travel Permits: UN Agencies are reminded that per the SOFA, UN Agencies do not need to request travel permits or carry official notification forms when travelling within Sudan. UN Agencies are requested to report any difficulties regarding the SOFA to UNMIS.

GOS Regulations: Some NGOs have reported encountering problems with HAC regarding to custom clearance, cargo import list and processing import requests. UNJLC has requested that organizations submit any information on such difficulties to unjlc.khartoum@wfp.org.

Darfur

Light Vehicle Convoy to the Darfurs: In March, UNJLC facilitated a convoy to El Fasher and Nyala. UNDSS accompanied the convoy from Khartoum and the AU provided an escort from El Fasher to Nyala. The convoy departed El Fasher on March 20 and arrived in Nyala on March 29.

UNJLC is currently organizing another convoy with a planned May departure. Organizations interested in joining the convoy should submit the convoy form available at <http://www.unjlc.org/14717/19791/unjlcarticle.2005-10-05.8665519122> to unjlc.khartoum@wfp.org.

UNJLC Darfur Field Logistics Officers: Gursharan Singh is the logistics officer in Nyala - Gursharan.Singh@wfp.org, +249 (0) 912174731, VHF call sign NL3. Alister Shields is the logistics officer in Geneina - Alister.Shields@wfp.org, +249 (0) 912391044, VHF call sign GL3.2. Sedick Toffa is the logistics officer in El Fasher - Sedick.Toffa@wfp.org, +249 (0) 912160884, VHF call sign FL 3.1. Nicolas Daher is the roving logistics officer based out of Nyala - Nicolas.Daher@wfp.org, +249 (0) 912160410, VHF call sign NL1.

South Sudan

Road Mapping: The UNJLC Geographic Information Systems (GIS) Coordinator and UNJLC Information Manager went to Juba to investigate options for road mapping in South Sudan. This project will likely be a collaboration of multiple organizations (UN and NGO). UNJLC also highlighted the need to share GIS data among organizations operating in South Sudan and suggested that a collaborative GIS working group be setup among all organisations using GIS mapping.

Maps of the State Capitals: The website www.southsudanmaps.org includes a Planning and Land Administration Assessment of Juba and maps of each of the 10 state capitals of Southern Sudan. The information was developed by Creative Associates International Inc. in partnership with the Regional Center for Mapping of Resources for Development and funded by USAID.

IOM Barge: Humanitarian organizations wishing to transport cargo via the IOM barge travelling between Juba and Bor are requested to contact Mladen Kakuca or Marc Petzoldt in Juba for further details. Mladen Kakuca: + 8821654208732 mkakucatdy@iom.int; Mark Petzoldt: mpetzoldt@iom.int.

Customs: The customs regime of the South requires rehabilitation and harmonisation with the North. Currently goods are being taxed at arbitrary rates along the border; often the same goods are taxed repeatedly at various border customs checkpoints. One transporter reports that 20 containers are being taxed anywhere from \$200 USD to \$900 USD depending on how quickly the container must be cleared and which staff are operating the customs post. Crown Agents has offered to review and provide recommendations regarding the Sudan customs regime but has not received donor funding.

UNJLC Juba Office: David Pittfield is the Head of UNJLC in South Sudan - David.Pittfield@wfp.org, +249 (0) 912160265, +88 2161194846, VHF call sign JL 1.

4. NON-FOOD ITEMS

Darfur Common NFI Pipeline

Distributions: In March, more than 9,000 households received Common Pipeline (CP) NFIs in Darfur. The following agencies distributed Common Pipeline NFIs in March: Spanish Red Cross, SRC, SDCO, Oxfam, Solidarite, MSF-H, Islamic Relief, CRS, and UNHCR. The commodities were 17,428 blankets, 6,005 plastic sheets, 8,750 sleeping mats, 6,930 pieces of sanitary materials, 3,300 buckets, 2,456 jerry cans, and 7,170 items of women's clothing. The commodities were distributed to the following locations: South Darfur – Beliel, El Deain, Kalma, Muhajariya-Dinka, and Shaeria town; North Darfur – Al Fasher and Zam Zam; West Darfur – Abujar, Gelo, and Habilah.

The NFI CP loaned NFIs for 300 households to UNHCR to assist displaced persons from Chad in Habilah, West Darfur. In addition, the NFI CP donated 104 tents to the International Organization for Migration (IOM) to support Dinka returnees to Northern Bahr el Gazal.

The first tranche of 38,000 pieces of women's clothing (toaps) donated by USAID/Office of Transition Initiatives (OTI) arrived in El Obeid on March 30 and the second and third tranches are expected in April and May. The toaps were procured locally and are 50/50 cotton-polyester blend. Following discussions with IDPs, USAID/OTI determined that IDPs preferred this blend to the all-polyester blend.

Decrease in NFI Distributing Capacity: Due to insecurity and limited capacity, there are a lack of cooperating NGO

partners to distribute NFIs to newly displaced populations in areas of limited access, such as in Jebel Marra and Gereida. UNJLC is identifying and assessing areas of NFI needs and advocating for NGOs to access these areas for NFI distribution. Many agencies are facing decreased funding this year affecting their overall capacity in the Darfurs. Consequently, agencies that performed regular distributions in 2005 are no longer doing so.

The NFI CP target priorities are as follows: newly displaced IDPs or those that did not receive distributions in 2005; IDPs in need owing to natural disasters; and replenishment of NFIs. To date little to no replenishment of NFIs has occurred because stocks were being reserved for priority one and two targeted beneficiaries. However, after a slow first quarter of distributions and with the rainy season approaching, the NFI Advisory Panel will also consider supplemental distributions to households that did not receive full NFI baskets in 2005.

NFI Common Pipeline Stocks as of March 26, 2006

NFI Commodities	El Obeid	El Geneina	Nyala	El Fasher	Total Stock	No. of Households
Blankets	4,140	29,220	79,680	43,471	156,511	52,170
Plastic Sheeting	5,000	11,037	21,713	9,139	46,889	46,889
Plastic Sleeping Mats	52,825	72,333	109,927	78,462	313,547	104,516
Soap (pieces/100g)	135,000		26,596	139,275	300,871	20,058
Mosquito Nets			2,300	390	2,690	n/a
Jerry Cans		6,948	31,157	6,894	44,999	22,500
Buckets with lid		28,856	3,113		31,969	n/a
Sanitary Material	202,182	82,485	95,978	81,820	462,465	n/a
Women's Clothing		47,682	46,354	29,957	123,993	61,997
IOM family packages			39		39	n/a

*The "Number of Households" column shows the projected number of households that could be covered with the total stock. Please see the complete Darfur NFI Common Pipeline tracking document at <http://www.unjlc.org/14717/19774/30543/>.

Incoming Items: UNICEF-procured anticipated arrivals to the NFI CP in April include: 25,000 pieces of plastic sheeting; 205,000 plastic sleeping mats; 29,357 jerry cans; and 147,023 pieces of sanitary material. In May, 39,990 blankets and 78,810 plastic sheeting are expected. The second and third tranches of USAID/OTI in-kind donation of women's toaps are anticipated in April and May with 38,000 pieces per tranche.

NFI Common Pipeline Shortfalls: The NFI situation in Darfur is urgent. Shortfalls in blankets and jerry cans are expected by the end of May. In addition, funding to the CP logistics agency – CARE – has not been sufficient to guarantee transport of NFIs beyond mid-June. Due to current stock level in West Darfur, the standard package for the state would be

modified to include one bucket and one jerry can rather than two jerry cans.

Donations to the CP: Organizations are reminded that if they donate NFI to the CP, the CP will cover the cost of transporting the NFI from El Obeid to the distribution points. Agencies/NGOs can then access the CP NFI for distribution, if the target population meets CP standards. Due to funding shortages, CARE does not have the capacity to handle NFI cargo in Khartoum nor are there funds for transporting NFIs from Khartoum to El Obeid. As a result, any future in-kind CP contributions should be delivered to the CARE warehouse at El Obeid.

Soap Distributions: At the commencement of 2006, soap was removed from the NFI CP basket and handed over to UNICEF, as water/sanitation lead, to coordinate distributions. UNJLC and UNICEF encourage all agencies with transportation capacity from state capitals to distribution points to contact UNICEF water/sanitation sector and UNJLC at the state level to access and distribute as much soap as possible.

Mosquito Nets: All agencies are reminded that mosquito nets were removed from the NFI CP in 2006, and coordination responsibilities have been handed over to the health sector.

Other Pipelines: Information on other NFI pipelines and distributions is vital for ensuring that NFI coverage is comprehensive. All supply managers and NFI coordinators are requested to contact Katie Inglis at Katie.inglis@wfp.org with information on their NFI activities.

South Sudan

April NFI Meetings: An NFI Sub-sector meeting is planned for April 6. Currently, a monthly meeting of the NFI sub-sector is planned in Juba on the last Thursday of each month. There will be another NFI meeting on April 27 in Juba. For details contact Cynthia Jones at Cynthia.jones@wfp.org or Kathryn Taetzsch at Kathryn.Taetzsch@wvi.org.

Rest of Sudan

ROS-NFI Coordination: On March 22, UNJLC facilitated the first meeting to improve information sharing and coordination of NFI activities for ROS. A joint UN mission to Abyei and Kadugli to determine current needs for NFI coordination in the region is scheduled for the middle of April.

5. SURFACE TRANSPORT

Darfur

CARE Common Service Surface Transport: UNJLC collected information on needs for the CARE Common Transport Service from NGOs and UN Agencies at the request of DFID and USAID to consider a limited recommencement of the service

in order to transport cargo by land prior to the rainy season. This service was discontinued in October 2005 due to lack of funding. Through this service, the humanitarian community was able to benefit from economies of scale and avoid inflating the transport market. In addition, the service provided a regular, reliable and transparent system for the transportation of humanitarian cargo to the Darfurs.

Seizure of Truck: In February, a CARE-contracted truck was seized by unknown armed groups in Yassein and held for a ransom. The truck was released after the owner of the truck paid the ransom through a wire transfer.

South Sudan

Protection for Convoys: UNMIS is currently organising protection for humanitarian convoys in South Sudan. Coordination of humanitarian convoy protection is through UNJLC in Juba.

Demining: As of March 31, UN Mine Action Office (UNMAO) route verification/clearance activities are as follow:

Juba-Yei Road: deploying to Lanya to re-commence the clearance towards Mile 40

Juba-Rokon Road: clearance completed, awaiting quality assurance report

Rokon-Mundri Road: Rokon to Robay clearance completed and handed over to UNMAO for quality assurance

Wau to Gogrial Road: near completion

Gogrial to Wunrok: Completed

Wau to Aweil Road: Technical survey commenced

Talodi-Malakal Road: Technical survey completed, implementation plan submitted to UNMAO.

UNMAO is conducting Landmine Safety Trainings for UN and NGO staff, and a regular landmine safety briefing in UNMAO Khartoum. The first landmine safety briefing will be held on April 18 at 1000-1100 hrs at the UNMAO office in Khartoum. Please contact Jessica Meyer (jessicam@sudanmap.org) by April 15 to register.

Juba-Western Equatoria Access: Vehicles are now able to use the road from Juba to Western Equatoria through Rokon, Lui, Mundri and Maridi for the first time since its closure 18 years ago. Safe passage through this corridor effectively shortens the distance between Juba and Western Equatoria. In addition to Western Equatoria, travellers from Rumbek can now use the road to travel to Juba. Until now the only access to Juba from Western Equatoria and Rumbek was either by land through Yei near the Ugandan border or by air. The other corridors leading to and from Juba remain accessible. (Source: UNHCR)

WFP De-Mining and Road Repair Activities: De-mining and road repairs carried out by WFP in Southern Sudan starting in July 2005, have reduced public transport costs by as much as 60 per cent along repaired sections. Based on interviews with civilians using those routes, WFP reports that the time people spent accessing markets and health centers has been cut in half. Prices of basic commodities have fallen, with cement that had cost \$29 per bag in Juba in December, costing \$17 in March. Other benefits of the projects included easier access for humanitarian and recovery assistance to more locations by road; with the percentage of overall road transport vs. air transport for food deliveries in the South increasing significantly. (Source: UNMIS)

In March, the Padak – Bor road was opened increasing access into south Bor as well as north Bor. The bridge on the river Jekou was constructed increasing access in the dry season particularly to from Gambella and Nasir and Malakal. Phase III of WFP's emergency road repairs and mine clearance project in South Sudan faces a funding shortfall of US\$70.2 million. In the absence of funding, the project is now missing the beginning of the dry season for works under Phase III contracts. (Source: WFP)

Upper Nile: The presence of mines and UXOs continue to hamper humanitarian assistance in Upper Nile, including essential work such as the establishment of way stations. Local authorities have been cooperative in identifying plots and allocated land accordingly. However, a means of transporting mechanical clearance equipment to the area has not yet been determined. A team of Cambodian deminers is expected to arrive soon in Upper Nile. (Source: UNMIS)

Speed Limits: UN Agencies and NGOs are reminded of speed limits for humanitarian vehicles in South Sudan: 40 km/h MAXIMUM speed in urban areas (including all settlements and people). 60 km/h MAXIMUM speed in uninhabited areas on open roads. (Source: UNDDSS)

Status of Juba-Yei Road:

Total distance Juba to Yei - 169 km
Bad road from Juba south for - 16 km
Extremely bad road for next - 16 km
Bush cleared and with pot holes - 15 km
Graded road without murrām² - 34 km
Good Murrām road - 86 km
Corrugated at number of places, nearer to Yei town.
(Source: Freight Forwarders, information as of March 22)

² Murrām: non-tarmacked mud road

UNMIS Rail Transport: UNMIS is intending to commence regular rail service from Port Sudan to Khartoum and El Obeid beginning in July.

UNMIS Surface Transport: UNMIS will commence regular road convoys in April from El Obeid to Kadugli, El Obeid to EL Damazin and El Obeid to Rumbek / Juba from Wau.

6. AIR OPERATIONS

Sudan-Wide

NFI Flights: There have been no WFP-HAS NFI flights to Darfur in 2006. WFP-HAS is considering operating weekly NFI flights during the rainy season but these flights are dependent on funding. However, the UNHAS small cargo service (25 kg/package up to 100 kg total) is still available. Interested organizations should contact UNHAS directly by calling Dominic Waldron on 0912167520. These flights are to North and South Sudan. In addition, organizations can transport items through UNMIS on a space-available basis. Please contact UNJLC for details.

WFP-HAS Fleet: The total current WFP-HAS fleet consists of:

Khartoum: Two Dash-8s, Two B-1900s, One B-200
El Obeid: One C208
Nyala: One C208, One M18 Helicopter
El Fasher: One M18 Helicopter
Geneina: One M18 Helicopter
Wau: One C208
Juba: One C208
Lokichoggio: Two Dash-8s
Rumbek: One Twin Otter
Lokichoggio/Rumbek: Eight C208s, Two Buffalos

UNMIS Fleet: UNMIS shall downsize their air fleet with the removal of an IL 76. This cost saving decision shall reduce air cargo capacity to all locations where UNMIS is present in the South and Darfur; however, the introduction of barge and rail services shall argument overall capacity.

Darfur

Nyala Airport Closures: The Nyala Airport was closed three days a week (Tuesday, Wednesday, Thursday) from February 22 to March 22 from 11:00 am to the next day for maintenance work on the tarmac. The Nyala-based WFP-HAS caravan and helicopters were excluded from the closure.

UNMIS Flights to Darfur: UNMIS will commence 737 daily passenger services to El Fasher and Nyala from Khartoum in April. The humanitarian community may be able to access spare cargo capacity on these flights (the cargo capacity

may be as high as 4 MT, if the fights are not carrying a full passenger load).

South Sudan

Rumbek Airfield: The airfield at Rumbek is reportedly deteriorating rapidly. UNJLC has requested that UNMIS conduct an assessment of the airfield.

7. RIVER TRANSPORT

UNMIS Barge: UNMIS will commence a regular barge service from Kosti to Malakal /Juba in the beginning of July. Organizations wishing to access spare capacity on the barge should fill in the Cargo Movement Request form available at <http://www.unjlc.org/14717/airops/bookings/> and submit the form to the UNJLC office for authorization before taking the form to UNMIS Movcon for processing.

IOM Barge: IOM is operating a barge (400 MT capacity) between Juba and Bor to support returning IDPs. Humanitarian organizations wishing to access spare capacity on the barge are requested to fill in the form at http://www.unjlc.org/14717/19791/iom_cargo_form and submit it to the following IOM representatives in Juba - Mladen Kakuca: + 8821654208732, mkakucaty@iom.int and Mark Petzoldt: mpetzoldt@iom.int.

8. FUEL

Sudan-Wide

Fuel Survey: UNJLC deployed two fuel experts to Sudan and Kenya to update the 2004 fuels surveys and to review the implications of recent events for fuels logistics in Sudan. The mission seeks to address humanitarian managers' concerns of how to ensure reliable, quality fuels supply, particularly during the difficult rainy season, and will cover Sudan as a whole. The survey will look at the effect of the Comprehensive Peace Agreement on the demand for fuels in Southern Sudan, the opening up of north-south routes, and the challenges posed by the lack of infrastructure and storage in key locations in the south. The final report is expected to be published by mid-April.

March Diesel Prices in Sudan (SD per L)

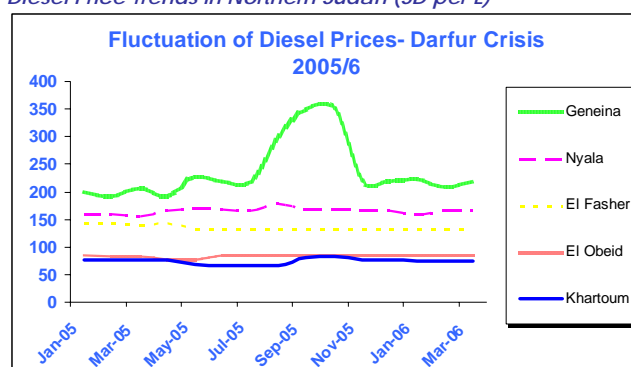
Location	Price per litre
Khartoum	75.23
EL Fasher	132
Nyala	167
El Geneina	220
EL Obeid	85
Juba	147
Abeyi	124

Source: UNJLC

Darfur

Restrictions on Fuel Transport Resolved: Government of Sudan restrictions on fuel transportation in SLA-held areas in South Darfur affected humanitarian operations in March. These restrictions had a serious impact on humanitarian activities in the sectors of water, health and food as well as on transport capacity, particularly in Kalma Camp and Gereida. On March 20, government authorities agreed to follow the previously-determined procedures in which humanitarian agencies indicate their fuel needs to the HAC and these needs are then submitted to the NSIS for final approval. (Source: OCHA)

Diesel Price Trends in Northern Sudan (SD per L)



Source: UNJLC

South Sudan

Fuel MOU: UNJLC has been leading discussions on the fuel memorandum of understanding between UNMIS and UN Agencies. The MOU concerns the provision of diesel to UN agencies through the UNMIS fuel contract with Skylink. Most agencies have stated that the current terms and conditions of the fuel MOU with UNMIS relating to the pricing and operational and management charges are not acceptable and that they would not sign the MOU at this time. UNJLC has requested that the DSRSG discuss with UNMIS whether some of the charges in the MOU can be waived.