

UNJLC

Sudan Logistics Bulletin #76
May 2006

1. HIGHLIGHTS
2. SECURITY/ACCESS
3. LOGISTICS GENERAL
4. NON-FOOD ITEMS
5. SURFACE TRANSPORT
6. AIR OPERATIONS
7. RIVER TRANSPORT
8. FUEL

1. HIGHLIGHTS

Beginning of Rainy Season: Rains have begun to affect humanitarian operations in Sudan, particularly in South Sudan, East, and Transitional areas.

Shelter & NFI Distributions: In May, distributions of Common Pipeline shelter and other non-food items (NFIs) greatly increased with more than 73,000 households receiving NFIs as humanitarian organizations, with UNJLC facilitation, developed plans to distribute NFIs prior to the rainy season.

Security/Access: Insecurity due to military clashes, IDP protests, banditry and hijackings impeded humanitarian operations in Darfur; at times causing humanitarian organizations to pull-out of areas or cease certain activities.

2. SECURITY/ACCESS¹**Sudan-Wide**

UN Humanitarian Access: Difficulties with implementation of the Status of Forces Agreement (SOFA), which allows UN staff to travel without having to receive permits, continued to impede humanitarian activities in Sudan in May, particularly in North Darfur, South Darfur, Kassala, and Port Sudan.

Khartoum Security: The UN has raised the security phase in Khartoum from Phase One to Phase Two. Under Phase Two, the UN aims to raise the levels of awareness and

¹ The security information in this bulletin is current as of May 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.

preparedness as part of the overall strategy to mitigate security risks in Khartoum.

Darfur

Protests: Protests over the Darfur Peace Agreement, signed May 5, impeded humanitarian operations in May after humanitarian organizations and the African Union (AU) had to temporarily halt operations, including NFI distributions, in various IDP camps due to IDP violence and threats including against the AU, and humanitarian organizations.

Vehicle Hijackings: Following the UN Special Representative to the Secretary General's warning to the Sudan Liberation Army (SLA) in April to stop hijackings or risk the pull-out of humanitarian agencies, hijackings have continued by suspected SLA, militia and bandits. While the hijackings have not yet had a major long term impact on programme activities in Darfur, there have been suspensions of activities for short periods by some or all NGOs in an area. In addition, not only have the hijackings posed a security risk for general travel and transport, the hijackings have diverted a large amount of time and energy from program activities with some NGOs relocating staff following hijackings/abductions.

North Darfur: Clashes between militia and SLA, and infighting within SLA ranks, have increased significantly in North Darfur since the signing of the Darfur Peace Agreement prompting the temporary suspension of humanitarian activities in several locations including Saraf Omra, Kutum Hamrats and Damrats. Protests against the DPA and AU also led to the suspension of AU patrols in Zamzam, Abu Shouk and El Salam IDP camps. (Source: WFP)

Following a shooting incident on May 23 between Government military and the probable hijackers of an INGO vehicle Saraf Omra town was temporarily declared a "No Go" location, requiring that UN agencies cease humanitarian operations in the area. (Source: UNMIS)

West Darfur: After a security assessment, the UN Department of Safety and Security (UNDSS) declared the road Zalingei-Nertiti a 'Go' area for UN staff. Previously, banditry targeting both humanitarian and commercial traffic had made the road 'No-Go' for UN personnel most of the time. In northern

West Darfur, humanitarian agencies continue to operate only in the immediate vicinity of Kulbus and Seleah.

Commercial traffic continues to move to all areas in West Darfur except the road between Masteri and Kango Haraza. However, a commercial transporter was held up and looted on the Geneina – Masteri road at the end of May.

The Humanitarian Aid Commission (HAC) office in Geneina has confirmed that all NGOs operating in West Darfur must work with the office in Geneina. The HAC offices in other parts of the state no longer have the power to authorize NGO operations or sign technical agreements. (Source: UNMIS)

South Darfur: In the North of Menawashi the security situation remains very volatile due to an ongoing GOS military campaign in the area. Following a request from humanitarian organizations operating in the area, WFP-HAS began a weekly helicopter flight to Um Dukhun from Nyala on Wednesdays.

Humanitarian access to Gereida increased with the introduction of a twice-weekly WFP-HAS flight to Gereida. In addition, UN staff can remain two nights in Gereida whereas previously, UN staff were only permitted to remain one night.

Jebel Marra: On May 2, a UN World Food Programme (WFP) food convoy moving from Nyala to East Jebel Marra with an AU escort was blocked by nomadic tribesmen in Jabra, between Mershing and Kidingeer. Nomads in the Jabra-Teige area are insisting on receiving food, and have declared that they will not let any food convoy move to Jebel Marra if this request is not granted. The same incident happened in March, when a food convoy was blocked for several weeks. Humanitarian agencies are discussing solutions to allow safe transit for food convoys, including alternative roads and airdrops. (Source: UNMIS)

UN Security: On 23 May, the UNDSS office in Nyala received a letter from the Sudanese Ministry of Interior which outlined the steps that GOS police would take to protect UN Offices in Nyala town. The measures include: securing UN compounds, coordinating patrols with UN Security Officers and deploying fixed patrols to secure the main roads for the trucks providing humanitarian efforts. The letter also appointed a Government official as a focal point between Government and the UN and will establish a joint committee made up of UN/INGOs and the State Security Committee. (Source: UNMIS)

South Sudan

Road Restrictions: The Nimule-Adjumani road in Eastern Equatoria and Uganda remains no-go. Armed escorts are mandatory on the Yei-Maridi road in Western Equatoria-Bahr El Jabal and on the roads near the Central African Republic

border: Bandoguyo – Bagidi – Naandi – Ringas – Amaki – Faraksika – Tore.

Upper Nile: The security situation in Nasir and Old Fanjak, Upper Nile remained volatile in May causing WFP to halt food dispatches to various areas of operation.

Jonglei: WFP also suspended food distribution to 25,000 beneficiaries in Motot, Pieri and Pathai, Wuror County following increased tensions. (Source: WFP)

Rest of Sudan

Abyei: Despite the lifting of movement restriction for UN staff in Abyei, local police are still impeding the movement of UN police and UNMIS military observers north of Abyei.

3. LOGISTICS GENERAL

Sudan-Wide

Beginning of Rainy Season: Rains have begun to affect humanitarian operations in Sudan, particularly in South Sudan, East, and Transitional areas. As a result, organizations such as WFP are expediting the dispatch of commodities in order to finish pre-positioning in planned locations. In some locations, organizations have reported that heavy rains and poor road conditions are already limiting or halting operations, such as in Upper Nile, South Kordofan, Blue Nile. In addition, the UN High Commissioner for Refugees has stopped repatriation convoys from Ethiopia due to the rainy season. Delays in distribution of NFIs in Abyei and Blue Nile due to the start of the rainy season remain a concern. In Darfur, the NFI Common Pipeline has moved all available stocks from El Obeid to the Darfur state capitals in order to pre-position the commodities in the field before the rains.

The Kassala state government has started operations for strengthening embankments on both sides of the Gash River simultaneously with rehabilitation of roads in anticipation of potential flooding (Source: WFP).

Accessing UNMIS Spare Cargo Capacity: To apply to UNMIS Air, Rail, Surface Transport and Barge Service spare cargo capacity fill out the UNMIS Request Form (CMR) at http://www.unjlc.org/sudan/transport/air/cargo_passenger/ and submit to the UNJLC office for authorization before taking the form to UNMIS Movcon for processing. Forms should be submitted to UNMIS Movcon from 0800-1300. UNMIS can not accept any CMR for cargo less than 20KG because they are easy to lose.

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 sarah.mcniece@wfp.org or the local UNJLC Logistics Officer.

Darfur

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

UNJLC Juba Office: Hugo Van Vuuren is the acting Head of UNJLC in South Sudan - Hugo.Vanvuuren@wfp.org, +254 734 333119, +88 2161 2111 7673.

Radio in Juba: Since the middle of May, the UN Common Radio in Juba has assumed responsibility as the primary net control station for all levels, tracking and other HF based security reporting from the UN and OLS State and Field based locations in South Sudan. Previously, ex-SPLA locations reported into Lokichoggio and ex-GOSS locations reported into Khartoum and or Juba. This has ceased, with Khartoum and Lokichoggio switching to monitoring and back-up to Juba as the primary radio room for South Sudan. (Source: UNDSS)

Juba Warehouses: UNMIS has announced that they may build one or more warehouses near to the airport. Organizations that are interested in sharing the warehouse should contact hoerber@un.org.

Common Communications System: Organizations that are interested in a common UN/NGO communications system in South Sudan should contact hoerber@un.org.

Garbage Disposal: In the May 17 UNJLC-coordinated logistics meeting in Juba, an official from the GOSS Ministry of Health gave a presentation about the garbage disposal problem in Juba, but no answers were given as the problem for GOSS is also unsolved, conclusion, best would be to build drum incinerators and each to incinerate their own garbage.

4. SHELTER & NON-FOOD ITEMS

Darfur

Darfur Common NFI Pipeline: In May, distributions of Common Pipeline shelter and other NFIs greatly increased with more than 73,000 households receiving NFIs as UNJLC emphasized the need to distribute NFIs prior to the rainy season. The following agencies distributed Common Pipeline NFIs in May:

Oxfam, Spanish Red Cross, GAA, ACF, CHF, IOM, ARC, MDM, IRC, Italian Cooperation, Merlin, TDH, Tearfund, SCF-US, IRW, Solidarite, Mercy Corps, and UNFPA. The commodities were 27,198 blankets, 25,415 pieces of plastic sheeting, 70,609 sleeping mats, 12,378 buckets, 43,846 jerry cans, 38,618 items of women's clothing, and 32,314 pieces of sanitary material. The commodities were distributed to the following locations: South Darfur - Al Salam, Dereig, El Daein, Gereida, Kalma, Kass, Nyala Town, Otash, and Sania Afandu; North Darfur - Abu Shouk, Al Salam, Birkat Seira, Fata Borno, Rural Kebkabayah, Kassab, Mallit, Shadad, Shangil Tobayi, Zam Zam; West Darfur - Ardamata, Kango Haraza, Krinding I, Krinding II, Masteri, Nertiti, Riyad, Seleia, Tarntara, Thur, and Zalingei.

In addition, the Darfur NFI Common Pipeline supported community projects such as health centers, water storage, and training centers for women

As part of these distributions, the NFI Common Pipeline donated 75 jerry cans and 120 pieces of plastic sheeting to IOM to support Dinka returnees to Northern Bahar el Gazal and loaned UNHCR 600 tents to assist Chadian refugees in Umm Shalaya, West Darfur.

In West Darfur, the UNJLC Field Officer has reported difficulties with NFI distributions due to organized obstruction from IDP leadership in the camps around Geneina town.

On May 10 and 11, the UNJLC Field Logistics Officer conducted an assessment of NFI needs in Kass, South Darfur following a request from humanitarian organizations in Kass. Following the assessment, the Darfur NFI Common Pipeline, with CHF and IRC as the distributing partners, provided 11,000 households with NFIs to replace ones that had been badly damaged. This distribution is one of the first major distributions to replenish NFIs.

Funding and Procurement: The USAID/OFDA donation of US\$2.7 million to UNICEF is now available for immediate NFI procurement for Darfur. The NFI Advisory Panel agreed that transportation costs of soap from Khartoum to the Darfur state capitals would be covered with this funding at an estimated cost of US\$200,000. The remainder of the funds, minus UNICEF overheads, will be used for the procurement of the following items: 205,000 blankets, 25,000 pieces of plastic sheeting, 75,000 women's toaps, 206,500 plastic sleeping mats, and 100,000 jerry cans. An additional \$34,484 of NFI CP procurement savings has been applied to the procurement of jerry cans. In addition, the German Government has pledged 1 million Euro to UNICEF for the procurement of NFIs for the CP.

UNICEF has received US\$1 million from the CERF Grant mechanism to cover NFI procurement for the 200,000 newly

displaced IDPs in Darfur. In addition to the regular NFI basket, the NFI Advisory Panel shall consider the procurement of additional items, such as cooking sets, for these newly displaced beneficiaries.

Distribution Reports: Organizations distributing CP NFIs are reminded that they are required to complete Distribution Reports and submit them to UNJLC.

Donation of Toaps: The second tranche of 39,500 Toaps (women's clothing) donated by USAID/OTI arrived in El Obeid to the NFI CP on May 20 and the third tranche of roughly the same amount are expected into the NFI CP in June. The Toaps were procured locally and are 50/50 cotton-polyester blend.

UNICEF NFIs: On May 23, more than 26 NGOs participated in a workshop at the UNICEF office in Nyala regarding the process for accessing soap and mosquito nets from UNICEF.

Mosquito Nets: Mosquito nets were removed from the NFI CP at the beginning of 2006. The Health Sector now has responsibility for the coordination of the distribution of mosquito nets in 2006. Please contact WHO for further information.

Monitoring and Evaluation: The Monitoring and Evaluation team at CARE plans to have the first report on the NFI sector in Darfur available in June.

NFI Common Pipeline Stocks as of May 28, 2006

NFI Commodities	El Obeid	Geneina	Nyala	El Fasher	Total	No. Of Households
Blankets	-	20,060	40,910	36,905	97,875	32595
Plastic Sheeting	-	27,634	8,403	6,832	42,869	42869
Sleeping Mats	-	105,598	175,477	120,455	401,530	133843
Soap (100g pieces)	-	-	-	1,215	1,215	n/a
Mosquito Nets	-	-	2,300	390	2,690	n/a
Jerry Cans	-	31,987	13,682	18,637	64,306	32,153
Buckets	-	19,306	169	-	19,475	n/a
Sanitary Material	77,030	168,779	193,758	123,623	563,190	n/a
Women's Clothing	30,500	45,882	40,424	45,745	162,551	81276

*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: At the beginning of June, 35,200 blankets, 77,023 pieces of sanitary material and 90,200 pieces of plastic sheeting are scheduled to arrive in El Obeid for the NFI Common Pipeline. Of the 90, 200 pieces of plastic sheeting,

19,800 will be delivered to UNICEF in Khartoum as a partial payment on a previous loan.

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: To increase soap distributions in Darfur, CARE is providing free transport of soap from Darfur capitals to distribution points for May and June only. UNICEF and CARE shall coordinate together to transport the soap from state capitals to final distribution point. Organizations that wish to access the soap transport should submit the form http://www.unjlc.org/sudan/supply_chain/pipeline_overview/ to WES/UNICEF at the field locations and UNICEF shall task CARE with transport requests. However, supplier delays are anticipated for delivery of a remaining 800 MT of soap to the water/sanitation sector. Therefore UNICEF warehouses in the state capitals may have insufficient stock levels and hence implementing partners may encounter restricted access to the available stocks.

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

NFI Coordination: The UNJLC NFI Coordinator for South Sudan has been contacting agencies in Juba as well as travelling to the field to collect NFI data including stocks, locations of warehouses, distribution sites, households covered, items distributed, future plans and NFI stocks in the pipeline. World Vision is the NFI sub-sector lead in South Sudan, while UNJLC has been acting as the deputy sub-sector lead. An estimated 36,477 HH received NFIs in South Sudan from January-May 2006. A draft NFI policy for South Sudan has been presented and is being reviewed before finalization.

In South Sudan, NFI distributions have slowed because of the lack of appropriate trucks now that the rains have started. UNICEF and FAO were unable to finish prepositioning of items before the early start of the rains and will use air transportation for the remaining items.

Rest of Sudan

NFI Coordination: From May 26-29, UNJLC and UNICEF representatives went to Blue Nile State (Damazine, Chali, and Kurmuk) to collect information and examine coordination and logistics needs for the NFI sub-sector. The team met with NGOs and UN agencies in the area and travelled to villages with vulnerable returnee and host populations. Due to the very limited time prior to the rainy season, organizations in Kurmuk agreed to manage a 500 HH contingency stock of NFIs but do not plan to distribute items in the Kurmuk area at this time. Organizations agreed to submit plans to distribute NFIs in the post-rainy season period.

5. SURFACE TRANSPORT

Sudan-Wide

Landmine Safety: The UN Mine Action Office (UNMAO) offers landmine safety briefings every Tuesday from 10-11 am at the UNMAO office in Khartoum. Noting the danger that landmines pose to humanitarian agencies operating in Sudan, particularly with the higher risks posed by the rainy season, all organizations are encouraged to sign up. To sign up, send your name, email address and telephone number to signup@sudanmap.org.

Landmine Caution: UNDSS warns that due to rainy season extra precaution should be exercised over the coming months. Rainfall softens the road surfaces, sweeps off soil from the roads and deepens the vehicle tracks. Mines/UXOs that have been buried deep may surface on road sections that have been frequently used and considered 'safe'. Therefore, travel on 'Grey Routes' should be avoided and used only if absolutely necessary and in case no other means of transport are available. (Source: UNDSS)

UNMIS Surface Transport: UNMIS has commenced regular road convoys from El Obeid to Kadugli, El Obeid to EL Damazin and El Obeid to Rumbek / Juba from Wau.

UNMIS regularly has empty trucks from:

Kosti to El Obeid

Kadugli to El Obeid

Abyei to El Obeid

Damazin to Khartoum

Humanitarian organizations can access the spare capacity on these trucks by contacting UNMIS and submitting a CMR.

Darfur

CARE Common Service Surface Transport: Following requests from more than twenty agencies and support from USAID/OFDA, CARE resumed the Common Surface Transport Service to the Darfurs in order to preposition commodities prior to the rainy season. The first truck (15 MT) departed on 24th May to El Fasher and three (Two 25MT & one 20MT) trucks

departed on 25th May to Geneina. No vehicles were dispatched to Nyala because there were not enough requests to fill a truck. CARE plans to dispatch trucks again June 25-29. CARE does not provide insurance for goods transported through this service. The service will be free to NGOs and operate at full-cost recovery for UN agencies. To access the service, submit the Cargo Movement Request (CMR) form by June 20, available on the UNJLC website at http://www.unjlc.org/sudan/transport/air/cargo/air_cargo_request_template/2006-05-16.0436345005/view

Convoy to Darfur: UNJLC facilitated a convoy of 21 UN and NGO vehicles to El Fasher, Geneina, and Nyala. UNJLC worked with UNDSS to provide training for the convoy drivers and a convoy leader, as well as arranging notification to the SLM/A and an African Union escort.

South Sudan

Bus from Kenya: UNHCR reports that a bus route from Lokichoggio (Kenya) to Torit three times a week is functioning well. In addition, a repatriated refugee started a daily bus line Kapoeta-Lokichoggio-Kapoeta. (Source: UNHCR)

Banditry: Fifteen Kenyan-owned heavy commercial trucks involved in humanitarian emergency supplies to Southern Sudan are reported to have been attacked and vandalized by bandits at Bor-Kabweta. Most of the trucks were attacked along the Bor-Kabweta road while ferrying food and other emergency supplies to Southern Sudan. The trucks had become stuck in the rains, providing an easy target for bandits. These attacks have reportedly made commercial drivers wary of driving into Southern Sudan.

Road Status Report: The UNJLC office in Juba is working with OCHA's Information Management Unit to develop a weekly road status report for the rainy season. In addition, UNJLC is investigating the utilization of Geographic Information Systems for a road rehabilitation/status matrix for South Sudan. To receive the road status report, please contact Jerry Engman at engman@un.org.

6. AIR OPERATIONS

Sudan-Wide

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

WFP-HAS Passenger Flights: WFP-HAS has begun offering flights Nyala-Gereida on Sunday and Tuesdays and Nyala-Um Dukhun on Wednesdays. For the most recent WFP-HAS flight schedule, please see <http://www.unjlc.org/sudan/transport/air/schedules>.

WFP-HAS Funding Shortages: WFP-HAS continues to experience funding shortages, which could have serious implications for rainy season access as roads are cut off and air is the only means of reaching many locations.

Darfur

NFI Flights: There has not been a regular schedule for WFP-HAS NFI cargo flights to Darfur in 2006. On May 31, WFP-HAS sent one NFI cargo flight to Geneina from El Obeid in order to transport commodities to West Darfur for rainy season pre-positioning. However, the WFP-HAS small cargo service (25 kg/package up to 100 kg total) is still available. Interested organizations should contact WFP-HAS 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 at unjlc.khartoum@wfp.org.

South Sudan

Wau Airport: Since 30 April, Wau Airport is officially open for commercial flights and UNMIS fixed wing aircraft which were previously unable to land on the airstrip. The runway has been under repair works by the Bangladesh Contingent Engineering Company, and currently only runway drainage work is in progress. (UNMIS)

7. RIVER TRANSPORT

UNMIS Barge: UNMIS will commence a regular barge service from Kostı 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/sudan/transport/air/cargo_passenger/ 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/sudan/transport/air/cargo/transport_iom_barge and submit it to the following IOM representatives in Juba - Mladen Kakuca: + 8821654208732, mkakucady@iom.int and Mark Petzoldt: mpetzoldt@iom.int.

Bridge Collapse: The bridge in Wako, Western Equatoria, collapsed stranding hundreds of vehicles and trucks and preventing road access to Rumbek. The bridge has been repaired but is reportedly not as stable as before.

8. FUEL

Sudan-Wide

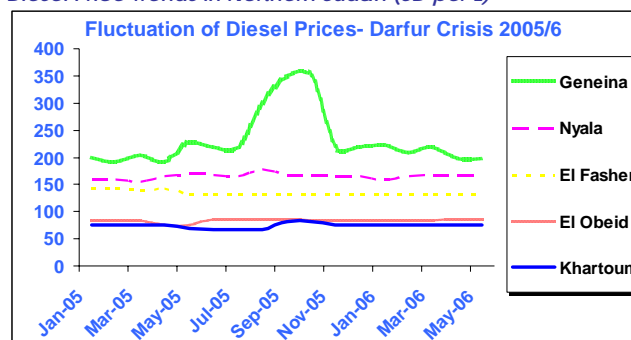
Fuel Common Services: UNJLC continues to work with UNMIS and UN humanitarian agencies on the provision of fuel through short and long-term fuel contracts through UNMIS. The UNJLC fuel expert in Rome came to Sudan in May in order to ensure that the needs of humanitarian agencies are included as UNMIS begins the negotiations for the long-term fuel contract. UNJLC is also exploring commercial options for common fuel provision in Darfur with UN agencies for rainy season supply.

May Diesel Prices in Sudan (SD per L)

Location	Price per litre
Khartoum	75.23
EL Fasher	132
Nyala	167
El Geneina	198
EL Obeid	85
Juba	200
Wau	400
Rumbek	320
Yei	150
Torit	350

Source: UNJLC

Diesel Price Trends in Northern Sudan (SD per L)



Source: UNJLC

South Sudan

Considering the fuel shortage in Juba in April and the impending rainy season, UNJLC is conducting a fuel consumption study of humanitarian organizations and is looking into the possibility of a common commercial fuel supply with a lead agency. In addition, the UNJLC office in Juba has developed a snapshot of commercial fuel providers in Juba - <http://www.unjlc.org/sudan/infosheets/snapshots>.