

## UNJLC

**Sudan Logistics Bulletin #81**  
**October 2006**

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**1. HIGHLIGHTS**

**Darfur Insecurity:** The international community continues to find itself targeted by banditry, including the ambushing of humanitarian vehicles and commercial trucks. Again this month, general insecurity has resulted in a decreased capacity to deliver humanitarian assistance due to inaccessibility, including the delivery of NFIs and other humanitarian cargo.

**GIS:** UNJLC in Juba has recently initiated an interagency project to collect and collate data to set up a comprehensive and ground-verified geographic database of the road network in South Sudan. Training programmes and workshops for data collection teams are to be established in 2007 with participating agencies and NGOS.

**2. SECURITY/ACCESS<sup>1</sup>****Darfur**

**Continuing Insecurity:** Incidents of ambushing of commercial and humanitarian vehicles in all regions of Darfur have increased over the reporting period. OCHA's latest map of humanitarian access in Darfur shows increasing inaccessibility. See the HIC website – [www.humanitarianinfo.org/darfur](http://www.humanitarianinfo.org/darfur). Go to Map Centre, Humanitarian Access NEW! and Darfur Humanitarian Access 24 Sep 06.

**North Darfur:** The following roads are UN "NO GO": Kutum-Korma, Tawilla-Jebel Marra, Korma-Om, Kutum-Anka, Kutum-Abu Shakur, Kabkabiya-Jebel Marra, El Al Nageb-Jebel Marra, Om-Kabkabiya.

<sup>1</sup> The security information in this bulletin is current as of 30 October. 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, organisations must contact their local UNDSS representatives.

**West Darfur:** A UNDSS road security and safety assessment in the southern part of the state has taken place. Although vehicle movements have been mostly halted since the beginning of the rainy season, UNDSS recommends the following roads to remain at the current security level D (medium risk) and road categorisation: El Geneina – Mornie Road and Mornie – Habila Road (both 'No Go' without GOS security organs escort or AU). Travel on Habila – Arara – Beida – Kongo Harasa Road is to take place only between 0900 and 1500 with movement limited to around midday strongly recommended. UN staff are allowed to stay at Tear Fund compound in Beida if necessary. Travel on the Habila – Sawani – Jadida – Habila Road should be limited to the hours between 0830 and 1600. A joint security assessment of the Jebel Mara region of West Darfur took place on 2 November. WRMAO will conduct route surveys with UNDSS in an attempt to open the area for humanitarian aid.

**South Sudan**

**Increased Insecurity:** In view of the current deteriorating security situation caused by unknown armed groups in the areas immediately east and south east of Juba (as advised by the DDO):

- o all roads within the following boundaries are under UN Security Level 4 (RED NO GO) with immediate effect: Juba – Mongala – Lafon – Torit – Amatong – Katire – Kit – Lobonok – Juba Bridge.
- o Juba Town (previously Level 1) has been raised to Security Level 2 (permissive)
- o Juba – Yei Road. Security Level remains at Level 2.

Due to armed tension in the area, Atar, Khorfulus, Kuernyang, Dor and Diel (Jonglei) are now Security Level 3. Walgak (Jonglei) has reverted to Level 2. The DDO and the SMT (Southern Sector) has declared all movement within the Juba-Magwe-Parajok-Nimule corridor as security level 3 with armed escorts mandatory.

Source: UNMIS Regional Security Southern Sudan (Juba)

Insecurity is reported to be a major constraint for implementation of field activities in Yirol. Attacks are random and have spilled over to affect movement along the Yirol – Rumbek road and, coupled with effects of the rainy season, have resulted in the isolation of Yirol town from the state

capital of Rumbek. (Source: Concern/Consortium of Red Cross)

**Central Equatoria:** Due to insecurity along the Juba – Nimule and Juba – Torit roads the government of Uganda has closed its borders with Southern Sudan. This is likely to hamper the repatriation of refugees from Uganda. However, the Commissioner for Yei River County has indicated that the border from Uganda to Kaya is open thus facilitating the repatriation of refugees.

**Security Map:** A map illustrating road restrictions in South Sudan may be acquired from the UNDSS office in Juba by e-mail: [undss.southsudan@undp.org](mailto:undss.southsudan@undp.org).<sup>2</sup>

**Rest of Sudan**

**Landmines:** On 2-3 November, a trip by UNMAO took place to Hamashkorieb (Kassala), previously inaccessible to UNMAO since the redeployment of SPLA troops and withdrawal of UNMIS. The local authorities assured UNMAO that they would cooperate fully with FSD operations in the area.

**3. LOGISTICS GENERAL**

**Sudan-Wide**

**UNJLC Logistics Coordination Meetings:** The scheduling and format of the NFI and Logistics Meetings for 2007 is under review. As UNJLC will be the Sector Lead for the NFI and Emergency Shelter sector in 2007, the NFI and Logistics Coordination meetings will now be separated and then subdivided into Darfur and RoS. The schedule for November for Khartoum, El Fasher, El Geneina, Nyala and Juba is tabulated below. A monthly logistics coordination meeting is also held in Zalingei. All interested parties are encouraged to attend. For further information and details on these changes, please contact [sudan@unjlc.org](mailto:sudan@unjlc.org) or the local UNJLC Logistics Officer.

The November meeting schedule for Logistics Coordination is:

Location	Time and Date
Khartoum, UNDP Conference Room	Nov. 2, 16, 30 (1400)
Juba, OCHA *	Nov. 8, 22 (0930)
El Fasher, OCHA	Nov. 14, 28 (1530)
Geneina, OCHA *	Nov. 7, 21 (1000)
Nyala, OCHA	Nov. 7, 21 (0900)

\* UNJLC in Juba also operates a GIS Coordination Meeting (Inter Agency Data Working Group). Precise schedules for this are still to be clarified. Please contact Chad Hendrix, Juba (details below).

<sup>2</sup> For updated security information, particularly on 'no-go' areas, organisations must contact their local UNDSS representatives.

In addition, UNJLC operates two email lists for North and South Sudan for the sharing of logistics related information – [sudan.logs@unjlc.org](mailto:sudan.logs@unjlc.org) and [southsudan.logs@unjlc.org](mailto:southsudan.logs@unjlc.org). Those interested in joining should send an email to [sudan.logs-subscribe@unjlc.org](mailto:sudan.logs-subscribe@unjlc.org) and [southsudan.logs-subscribe@unjlc.org](mailto:southsudan.logs-subscribe@unjlc.org) and reply to the confirmation message.

**Vehicle Production Line in Sudan:** Iran Khodro Diesel is negotiating with officials from Sudan to launch a heavy vehicle production assembly line in the country. The company is hoping to export buses and trucks valued at around \$40 million from and to various countries in Africa and the Middle East. (Source: Tehran Times)

**Darfur**

**Rainy Season:** Seasonal rains are soon to end across Darfur, although scattered showers are still possible in central and northern Darfur. Seasonal rains are expected to continue over the far southern regions of Darfur. (FEWSNET)

**Logistics Situation:**

In October, regional insecurity and tension in camps continued, affecting regular NFI distributions, with assessment and monitoring activities also negatively impacted across the region. Attacks on commercial and NGO vehicles have led to a further and significant decrease in accessibility.

**West Darfur**

As part of the Workplan 2007 process, the need for a servicing/repair facility was identified for El Geneina, where a shortage of skilled mechanics is being experienced, causing problems in regular maintenance of vehicles. UNJLC has taken on the coordination role in putting together a basic needs analysis.

**South Sudan**

**Customs:** As of 2 October, the dispute between the GOS and the GOSS on customs regulations has been resolved, at least temporarily. The system is to remain as is for the time being with GOSS regulations to remain in force.

**Kenyan Construction Workers Migrating to South Sudan:** In the past two years, hundreds of Kenyans are reported to have migrated to Juba and Rumbek to fill jobs in construction, causing considerable negative impact on the Kenyan economy and infrastructure developments there, due to its having contributed to a severe shortage of construction workers. The migration has, however, boosted economic development in South Sudan, helping it to overcome worker shortages. The influx is set to continue. Also of concern to Kenya is the quantity of cement being exported to Sudan,

affecting stocks and leading to shortages and increased prices. (Source: East African Standard, Nairobi.)

**Opening Doors to Ugandan Business Community:** The GOSS is actively encouraging Uganda's business community to invest in South Sudan, with the announcement of the opening of a permanent trade mission in downtown Kampala. The mission, initiated through the GOSS Ministry of Commerce, Trade and Supplies, will act as a one-stop shop for information on Southern Sudan. Information on preliminary requirements for investing and trading in Southern Sudan are available. (Source: East African Business Week, Kampala)

**Avian Flu Update:** Vehicles from Sudan entering Uganda through Koboko and Arua districts are to be disinfected, following confirmed cases of the H5N1 strain of bird flu in Juba last month. Recommendations come in light of the increased business traffic between Uganda and Juba. A disinfection wheel well is to be sunk at Oraba border post in Koboko district for the spraying of vehicles. (Source: New Vision, Kampala)

#### Rest of Sudan

**Logistics Planning for Organised Returns:** UNJLC is acting as secretariat for the inter-agency/government Logistics Coordination Committee (LCC). The LCC is operating under the joint government/UN plan for the organised return of IDPs to Southern Sudan and the Transitional Areas and will identify operational requirements necessary for implementation of the returns plan. Currently the LCC is working on Logistic Operation plans for the various planned organised movements. Members of the LCC include logistics officers and operational staff from UNMIS-RRR, IOM, WFP, UNICEF, CARE, ADRA, UNJLC and HAC/SSRRC.

## 4. EMERGENCY SHELTER & NON-FOOD ITEMS

### Darfur

**UNJLC Darfur NFI Coordinator:** Neil Barriskell is currently acting as Darfur NFI Coordinator for UNJLC and can be reached at [Neil.barriskell@wfp.org](mailto:Neil.barriskell@wfp.org), 0912172159.

**Distribution of Common Pipeline NFIs:** The following agencies reached 18,605 households with Common Pipeline NFIs in October: Bader, Bakhita, CHF International, El-Ruhama, Fatma Elzahra, HelpAge, MDM, Mercy, NOCD, SCF-US, TDH, Um-Sadam, Women Initiatives Group and WVI. The commodities were 22,770 blankets, 160 items of women's clothing, 1,969 pieces of plastic sheeting, 2,570 sleeping mats, 30,333 jerry cans, 390 mosquito nets, 3,312 pieces of sanitary material and 3,850 buckets. The commodities were distributed to the following locations: South Darfur – Nyala Town, Nyama, Kass Town, Otash, Kalma and Mossai; North Darfur – Abu Sakin; West Darfur – Ardamata, Dorti, Mornei, Zalingei, Bindizi and Riyadh. The Darfur NFI Common Pipeline also supported

community projects by providing items to rehabilitate latrines, showers and classrooms, and to women's training centres, orphans in children's centres, and a child protection centre.

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

**Monitoring and Evaluation:** According to CARE's October NFI Monitoring Report, IDPs again voted plastic sheeting as the most useful NFI currently being distributed (85%), followed by jerry cans (45%) and sleeping mats (32%). Kitchen utensils were voted as the most urgently needed NFI (37%) not currently being distributed, followed by mosquito nets (17%).

The full report is available at [http://www.unjlc.org/sudan/supply\\_chain/reports/monitoring](http://www.unjlc.org/sudan/supply_chain/reports/monitoring).

### NFI Common Pipeline Stocks as of 28 October 2006

NFI Commodities	El Obeid	EI Geneina	Nyala	El Fasher	TOTAL	No. of Households
Blankets	91,000	19,776	103,736	48,376	262,888	51,532
Plastic Sheeting	22,000	1,800	15,733	23,565	63,098	46,055
Sleeping Mats	3,650	32,873	8,455	94,564	139,542	134,950
Jerry Cans		24,685	118,490	41,476	184,651	44,464
Sanitary Material	77,023	12,330	117,546	68,309	275,208	n/a
Clothing		3,782	3,618	20,007	27,407	806,445

\*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/>.

**Donations/Loans to the CP:** Organisations are reminded that if they donate NFIs to the CP, the CP will cover the cost of transportation from El Obeid to distribution points. Agencies/NGOs can then access the NFI CP for distribution, if the target population meets CP standards.

**Other Pipelines:** Information on other NFI pipelines and distributions is vital to ensure comprehensive coverage. All agencies are encouraged to contact Neil Barriskell at [neil.barriskell@wfp.org](mailto:neil.barriskell@wfp.org) with information on their NFI activities.

### North Darfur

**Assessments:** An assessment was carried out in Dar al Salaam by UNJLC and OCHA following intense flooding in the area in August. Results show a total of households of 1,700 with approximately 156 households having to relocate as a result. Recommendations are that each affected family is to be provided with one piece of plastic sheeting and two jerry cans.

### South Darfur

**Distributions:** As part of a campaign to contain the outbreak of cholera, UNJLC released over 35,000 jerry cans to WVI for distribution in Kalma Camp, one to each household. Bader distributed 2,500 blankets, 2,500 jerry cans, 2,500 pieces of sanitary material to newly displaced populations. Bader NGO

reports that IDPs are still arriving from El Goz El Gharbi into Otash Camp. All new arrivals are receiving NFIs from the Common Pipeline.

#### *West Darfur*

**Distributions:** Regular distributions have not taken place this month in West Darfur due to insecurity. However, 2,500 blankets were released for distribution by HelpAge to community projects.

**Cold Snap Survey:** UNJLC in El Geneina is currently conducting a survey in preparation for the 'cold snap' expected in Darfur during December and January. Plans will include the distribution of blankets and sleeping mats to those deemed extremely vulnerable during this season.

#### *South Sudan*

**NFI Coordination:** Rob Sepe is the NFI Coordinator for UNJLC in South Sudan. He can be reached at [Robert.sepe@wfp.org](mailto:Robert.sepe@wfp.org) and +249 734 333119, +88 2161 2111 7673. UNJLC is the sector co-lead with World Vision.

#### *Rest of Sudan (ROS)*

**NFI Coordination:** Sarah McNiece is the UNJLC NFI Coordinator for non-Darfur North Sudan. She can be reached at [Sarah.mcniece@wfp.org](mailto:Sarah.mcniece@wfp.org) and +249 912170728, +249 187089433.

**Second Common NFI Pipeline:** A second Common Pipeline is being set up by UNJLC, CARE and UNICEF to provide a common service for NFIs in the rest of North Sudan. The pipeline will be managed by UNJLC. The new common pipeline, expected to be operational before the end of the year, will supply all organised returns with an NFI package at the point of departure, as well as ensure the supply of NFIs to southern Kordofan, Blue Nile and Abyei for vulnerable populations, such as spontaneous returnees. It will also support the Emergency Response for new localised natural disasters and other emergency situations requiring NFIs. UNJLC, UNICEF and CARE are currently working on arrangements associated with establishing the new pipeline.

**NFI Planning for Organised Returns:** The UNJLC NFI Coordinator for ROS visited Kurmuk in Blue Nile State to attend a two day meeting with UNHCR, WFP, IOM and UNMIS regarding refugee repatriation from Ethiopia and IDP returns and specific NFI supply issues. IOM are expecting to move between 12,000 and 13,000 people from Darfur to Northern Bahr al Ghazal in the new year. UNJLC will be coordinating the NFI response.

A ROS NFI sub working group has been set up for NFI operations for organised returns.

## 5. SURFACE TRANSPORT

#### **Darfur**

**Convoy:** UNJLC/UNDSS is planning to organise another light vehicle convoy towards the end of 2006, depending on demand for the service and the current security situation. Organisations interested in joining UNJLC-facilitated convoys should contact [unjlc.khartoum@wfp.org](mailto:unjlc.khartoum@wfp.org). The form is available at [http://www.unjlc.org/sudan/transport/land/light\\_vehicle\\_convoys/view](http://www.unjlc.org/sudan/transport/land/light_vehicle_convoys/view).

**North Darfur:** A Route Survey was carried out in the Kutum area by UNMAO following allegations that the GOS had placed landmines in the vicinity of Goba and Kassab villages to the east and north Kutum. The two completed surveys Kutum-Goba and Kutum – Malagat via Kassab indicate that there is no evidence that mines were laid as reported. Continued assessments will be made by UNMAS.

**South Darfur:** Commercial trucks hired by CARE to transport NFIs from the CP to Buram have experienced severe delays, although the three trucks have now arrived and are expected to proceed to distribution points as soon as possible. As a result of the delays, the GOS has agreed to put extra patrols on some hot spots, including Nyala-El al Fursan, Nyala-El Fasher and Nyala-Buram, requesting that no travel is advised after 1530.

**West Darfur:** A review of ACTED's progress in road rehabilitation across the state is now available. Those interested in accessing this information should contact Neil Barriskell UNJLC at [neil.barriskell@wfp.org](mailto:neil.barriskell@wfp.org).

#### **South Sudan**

**Road Conditions:** Access is still a problem in Jonglei as roads are impassable due to rains, thereby impacting negatively on both humanitarian and recovery activities. The Bor-Juba road was opened in late August but is currently closed due to banditry attacks on motorists on the road between Mangalla and Juba. Rehabilitation work on the Nimule-Juba Road has been completed up to 150km from Nimule with the road passable all the way to Juba. However, the Kit River Bridge Road is in need of urgent repair. Further WFP works have been halted on this road due to insecurity. WFP has a maintenance contract starting 1 December on the Loki-Torit-Juba road from Nadapal to Kapoeta. Road repairs from Narus to Torit have now been completed. For more information, see WFP's September Road Repair and Mine Clearance Report, available on the UNJLC website at [www.unjlc.org](http://www.unjlc.org). Click on Sudan and follow the link.

**Emergency Road Repairs:** Due to heavier than usual annual rains in the region this year, road construction was particularly problematic for WFP, coupled with funding delays.

Additionally, bridge and culvert maintenance cannot be carried out once rivers become flooded. This lack of maintenance and continued abuse of roads by overlaid trucks will continue to lead to completion delays. The Kaya-Yei has been particularly affected by heavy loads. The Ministry of Roads and Transport recommends wet season axle loads of no more than 5MTs. Current funding for the WFP Special Operation for Road Rehabilitation has a shortfall of almost US \$5.8 million. The Ministry of Roads and Transport has requested that WFP extends its current maintenance programme into 2007. (Source: WFP)

**Roads Projects:** The GOSS has called for swift connection of southern Sudan cities, encouraging the Minister of Roads and Bridges to speed up rehabilitation and construction of internal roads in the south for linking its cities together. It was pointed out that development and rehabilitation of general infrastructure cannot be completed without the establishment of roads and bridges. The new premises of the Ministry of Roads and Bridges in Juba was funded by USAID. (Source: Sudan Tribune)

**Juba Bridge Collapse:** The Juba bridge suffered a partial collapse on the evening of 6 November on its northeast part. Police regulated traffic on the operational side although traffic was slow going. Damage was immediately assessed by engineers from GOSS and the private sector, with repairs on two of the culverts already completed by 8 November. Repairs on the third and last culvert repair are expected to begin 9 November. Photographs are posted on the UNJLC website at [unjlc.org](http://unjlc.org). Click on Sudan and follow the link.

**Culvert Repairs:** Repairs have been completed on two of three damaged culverts on the Juba - Yei road. Traffic is flowing normally.

**Landmine Clearance:** Clearance has been suspended on the Keyala-Torit and Torit-Juba Roads. Preparations for the clearance of the Juba-Bor road are nearing completion although details are pending funding. (Source: UNMAO)

**GIS:** UNJLC in Juba has recently initiated a project to collect and collate data to set up a comprehensive and ground-verified geographic database of the road network in South Sudan. The Louis Berger agency and UNJLC are joining forces to collect and map road survey data with UNJLC providing the Information Management systems. Regularly updated maps produced from this compilation are available on the UNJLC website and represent the WFP Road Project as well as State Ministers' priorities for further road rehabilitation. Plans for 2007 also include conducting training programmes and workshops for data collection teams, with follow up data collection support throughout the year. Maps are available on the UNJLC website on [unjlc.org](http://unjlc.org) under Maps Centre.

**Railway Network:** A joint proposal between South Sudan and Uganda is to be presented to the government of China for

financing of the Packwach-Arua Orabayi-Yei-Juba-Wau railway line. The railway link is expected to connect the existing network between Uganda and Sudan, providing a solution to cargo challenges. The Chinese would also offer technical support. (Source: The Monitor, Kampala)

**UNMIS convoy:** UNMIS is organising convoys on an ad hoc basis (with armed escort) along the main routes through Central and Western Equatoria. For more information on how to join, please contact Brigitte Troughton (OIC Movcon Detachment), Juba on +249 912174087 or [troughtonb@un.org](mailto:troughtonb@un.org).

#### **Rest of Sudan**

**Landmine Clearance:** Mine Clearance is ongoing in Kurmuk (Blue Nile) along the Ethiopian border. The minefield was highly contaminated with metal with heavy rains hampering operations. (Source: UNMAO)

**Demining Impeded by Rains:** Although the rainy season is ending in most parts of the region, demining activities are still being impeded by road conditions.

**Road Conditions:** The road between Damazine and Kurmuk is still impassable due to rains and muddy conditions. The road is expected to reopen in December.

## **6. AIR OPERATIONS**

### **Sudan Wide**

**Updated Flight Schedules:** UNMIS and WFP-HAS updated flight schedules can be found at <http://www.unjlc.org/sudan/transport/air/schedules>.

**WFP-HAS Fleet:** The WFP-HAS fleet currently consists of:  
Khartoum: Two Dash-8s, two B-1900s, one B-200, one C208  
El Obeid: One C208, one IL-72, one AN-12  
Nyala: One C208, two M18 Helicopters  
El Fasher: Two M18 Helicopters  
Geneina: Two M18 Helicopters  
Wau: One C208  
Juba: Two C208  
Lokichoggio: Two Dash-8s, two Buffalos, seven C208s  
Rumbek: Two Twin Otters, one Dornier

**UNMIS Passenger Flights and Cargo Transport:** UNMIS posts the manifests for its passenger flights at 1600 the day before on the UNMIS intranet. UNMIS operates regular cargo flights El Obeid to Juba (20MT capacity). Organisations can apply to ship cargo on those flights on a space available basis. There is capacity of up to 1 MT on UNMIS passenger flights, depending on the location. Items are more likely to be transported if divided into 25kg boxes. 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 the UNJLC office for authorisation. Forms should then be submitted to UNMIS Movcon for processing between 0800 and 1300. UNMIS cannot accept any CMR for cargo less than 20KG since small packages can more easily be lost.

#### **Darfur**

**UNHAS Flights from El Geneina:** UNHAS flights out of El Geneina (West Darfur) were temporarily grounded due to a request from HAC for travel permits for UN staff, in violation of the SOFA agreement. Representatives from UNMIS, WFP and OCHA met with the HAC Commissioner for West Darfur on 9 November where it was confirmed that UN agencies do not need travel permits. The HAC Commissioner reiterated that the UN SOFA does not supersede the individual agreements between UN Agencies (funds, programmes, etc.) and the GOS. UNHAS and UNMIS AirOps are to supply a passenger manifests to HAC in West Darfur as notification of travel within the state of UN humanitarian personnel. (Source: OCHA)

\*There is also a bi-weekly Helicopter User Group meeting in El Geneina. In November, these will take place on 14th and 28th at 1000. For further details, please contact Neil Barriskell at [neil.barriskell@wfp.org](mailto:neil.barriskell@wfp.org). Contacts for WFP/UNHAS are Amy Martin on [amy.martin@un.org](mailto:amy.martin@un.org) and Alan Enever on [alan.enever@wfp.org](mailto:alan.enever@wfp.org).

**WFP-HAS:** The first regular helicopter user group meetings have taken place in El Geneina. NGOs, UNMIS and UNHAS are involved. (See meeting schedule, page 2). As a result of the first meeting, an extra three helicopter rotations have been added per week, one each to the northwest and southwest and an extra rotation to the southeast. Dust at landing zones is a major issue and reduces the effective flying time of the helicopters. A list of six landing zones in need of urgent attention has been compiled. A set of procedures has now been recommended:

- o Only five passengers per agency allowed on each flight with extra passengers on standby
- o Bookings to be made 72 hours before departure and only 30 days in advance
- o Mediation to be carried out by UNJLC or OCHA when flight is full
- o All scheduled flights are subject to cancellation should a priority emergency arise

**NFI Flights:** There has not been a regular 2006 schedule for WFP-HAS NFI cargo flights to Darfur. However, the WFP-HAS small cargo service (25 kg/package up to 100 kg total) is still available to North and South Sudan. Interested 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). Organisations can also transport items through UNMIS on a space-available basis. Please contact UNJLC for details at [unjlc.khartoum@wfp.org](mailto:unjlc.khartoum@wfp.org).

An updated list of commercial options for air cargo transport is now available on the UNJLC website at [www.unjlc.org](http://www.unjlc.org)

#### **South Sudan:**

**Juba Airport Administration:** GOSS Ministry of Roads and Transport in Juba has postponed plans to grant permission to erect warehouses and hangars at the airport until the current expansion and development of the airport, including fencing of the perimeters and demining activities are complete. Once this is the case, issues of warehousing and hangar space will be reviewed. UNHAS, with support from UNJLC in Juba, has been working on getting space at Juba Airport for warehouses and hangars. The issue of Air Traffic Control has been taken up by the authorities, with plans to send Air Controllers to Kenya for training. There are also plans to send Air Controllers to Rumbek, Wau, Juba and Malakal when expansion is complete.

**Repairs to Bor Airstrip:** The airfield is currently operational, but still needs additional maintenance work to keep it operating throughout the remainder of the rainy season. In order to keep the airfield operational, the combined and coordinated efforts of Work For Food manual labour and the availability of Ascom Oil's roller machine, is required. The roller has been requested from ASCOM OIL to flatten the runway, which would reduce the work considerably. Repairs may well come to a standstill without the proper mechanical support and other relevant equipment.

**UN-HAS Flights:** While most WFP-HAS flights are on a per-request basis, there are some fixed flights. On Monday, Wednesday and Friday, WFP-HAS flies Loki-Juba-Rumbek-Juba-Loki. On Tuesday, Thursday and Saturday, WFP-HAS flies Loki-Juba-Rumbek-Malakal-Rumbek-Juba-Loki. As of mid-October, it will be possible to make flight bookings in Juba. Forms are available in UNJLC office in Juba and on [www.unjlc.org](http://www.unjlc.org). Updated schedules can also be obtained on the UNJLC website.

**OATG Meeting:** The next OATG meeting for South Sudan flight coordination WFP-HAS is scheduled for 24 November in Juba. For details of meeting, please contact Rob Sepe on [Robert.sepe@wfp.org](mailto:Robert.sepe@wfp.org).

**Increased Flights from Uganda:** A Ugandan private airline, Dairo Air, will increase the frequency of its flights starting 9 November from Entebbe to Juba from four to six times a week. Dairo Air (Royal Daisy Airlines) is a passenger division of Dairo Air Services (DAS), a Ugandan cargo company. The company has been operating a 30-seater Embreair-120 aircraft with a cargo carrying capacity of 750 kg. A one-way ticket to Juba is priced at \$220 and \$440 for a return. The route has grown enormously over the last year.

#### **7. RIVER/SEA TRANSPORT**

**South Sudan Barge Transport:** Barge owners are currently charging 100% up-front payment for use of the river barges. Unloading fees are not included in this fee.

**River Routes:** In South Sudan the following river routes are now Security Level 4 (RED NO GO) : Malakal – Tonga – Diel – Old Fangak and Tonga – Phom el Zeraf (Jonglei).

Source: UNMIS Regional Security Southern Sudan (Juba)

**FUEL**

**Darfur**

**Fuel:** In Nyala, kerosene is only available on the black market.

**South Sudan**

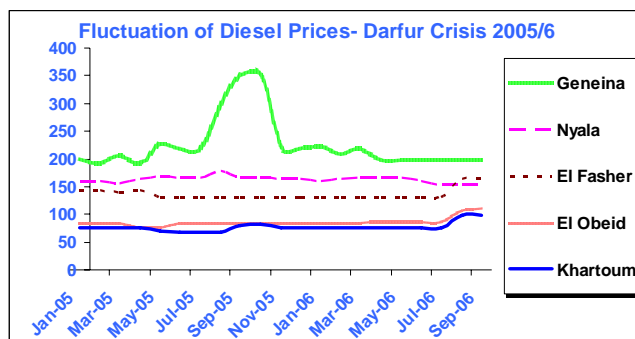
**Fuel Prices:**

*Average of fuel (Diesel) prices in Sudan (SD per L)*

Location	Price per litre
Khartoum	99
EL Fasher	165
Nyala	154
El Geneina	180
EL Obeid	110
Juba	200
Wau	400
Rumbek	300
Malakal	200
Yei	200
Torit	300
<b>Bor</b>	400
<b>Aweil</b>	375
<b>Yambio</b>	400
<b>Bentiu</b>	300

Source: UNJLC

*Diesel Price Trends in Northern Sudan (SD per L)*



Source: UNJLC