

UNJLC

Sudan Logistics Bulletin # 84 January 2007

Highlights

- ❖ The Chief of UNJLC Rome, Arnt Breivik, visited Juba and Khartoum in January on a 7 day mission to view UNJLC's Sudan operation.
- ❖ The UNJLC-coordinated ROS (Rest of Sudan) NFI Common Pipeline is now fully operational, with NFIs being distributed this month to returnees returning to South Kordofan.
- ❖ The first UNJLC/UNDSS-facilitated light vehicle convoy of 2007 left Khartoum on 5 February composed of 10 vehicles. The convoy arrived in El Fasher on 9 February, Nyala on 13 February and is proceeding on to El Geneina.



Sudan-Wide

Visit to Sudan of UNJLC Chief

Mr Arnt Breivik visited UNJLC operations in North and South Sudan starting with 5 days in Juba, where he was able to view UNJLC offices and operations. He met also with the Government of South Sudan Ministry of Transport to discuss progress on the UNJLC GIS programme. In Khartoum, Mr Breivik received briefings on UNJLC operations in Khartoum, the Rest of Sudan and also from Darfur field officers on activities and priorities in the three states. He also met with key operating partners WFP, CARE, UNICEF and UNHCR.

Field Contacts

UNJLC Field Contacts:

North Darfur - El Fasher: Fionnuala Lucey – fionnuala.lucey@wfp.org, VHF call sign FL 1.

South Darfur - Nyala: Jean Emile Canu – jeanemile.canu@wfp.org, VHF call sign NL 1.

West Darfur - El Geneina: Henni Boudjema – henni.boudjema@wfp.org, VHF call sign GL 3.1.

South Sudan - Juba: Peter Verheij – peter.verheij@wfp.org, Paal Jannang – paal.jannang@wfp.org, VHF call sign JL 3.2. Ben Wielgosz – ben.wielgosz@wfp.org, VHF call sign JL 4.2 (GIS Field Coordinator). Nick McWilliam – Nicholas.mcwilliam@wfp.org, VHF call sign JL 4 (GIS Project Coordinator).

Rest of Sudan (ROS): Sarah McNiece – sarah.mcnicie@wfp.org, VHF call sign KL 3.2

Air Operations

WFP-UNHAS: The WFP-HAS small cargo service (25 kg/package up to 100 kg) is available to North and South Sudan. There have been some delays to this service due to changes in UNHAS cargo handling procedures. Organisations should contact WFP-HAS at dominic.waldron@wfp.org or kennedy.ooro@wfp.org.

UNHAS' operations in 2007 will largely be the same as 2006 in terms of fleet size and routes. The exact number of helicopters available in Darfur is subject to review as current funding is only available until end February. From February to end April, an Antonov 12 will be stationed at El Obeid and available for charter.

UNMIS:

Flights were grounded for 24 hours mid-month following regulations on declaring nationalities on flight requests.

UNMIS posts the manifests for its passenger flights at 1600 outside the MOVCON office in the new UNMIS Head Office.

There is capacity of up to 1 MT on UNMIS passenger flights, depending on the location. UNMIS operates regular cargo flights El Obeid to Juba (20MT capacity). Organisations can apply to send cargo on those flights on a space available basis, although UNMIS cargo fleet has been reduced and therefore has less capacity at this stage. Items should be 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/ 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. Contact UNJLC at unjlc.khartoum@wfp.org. UNMIS contact (MOVCON) is Clark Toes at toes@un.org.

The WFP-UNHAS fleet currently consists of:
Khartoum: Two Dash-8s, two B-1900s, one B-200, one C208
El Obeid: One C208, one AN-12
Nyala: One C208, two M18 Helicopters
El Fasher: Two M18 Helicopters
Geneina: Two M18 Helicopters
Wau: One C208
Juba: Three C208s
Lokichoggio: One Dash-8, two Buffalos, one C208
Rumbek: Two Twin Otters. 5 C208s

Procedures for booking UNMIS flights have been modified. A copy of the new Aircraft Passenger Request Form for (non-UNMIS) UN agency personnel is available on the general shared drive under Forms/MOP and is available on the UNJLC website. Approved flight requests are to be submitted to the MOVCON Passenger Manifesting Unit (local fax 6375, email officem@un.org, cell 0912178286, two working days prior to travel. Questions regarding the manifesting of air passengers can also be directed to the Passenger Manifesting Unit at ext. 6732. Further information on new procedures can be obtained from Clark Toes at toes@un.org.

Flight Schedules: UNMIS and UNHAS flight schedules are available at <http://www.unjlc.org/sudan/transport/air/schedules>.

Commercial Air Cargo Transport Options

A recent list of commercial options for cargo transport is available on www.unjlc.org. This list is not intended as an endorsement of the commercial companies or their services.

Fuel

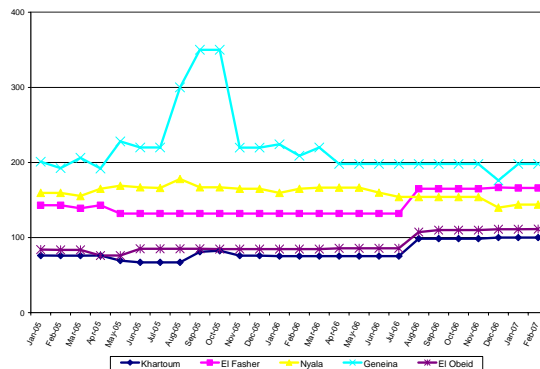
UNMIS' fuel supply agreement with Skylink has been extended to 24 April, after which it will enter into a new contract with Tristar. Some UN agencies have an MOU relating to the Skylink contract for diesel supply in remote locations. It is unclear at this stage as to whether or not a new MOU will need to be negotiated.

Diesel prices have remained relatively stable since the major increase in fuel prices in September 2006.

Average of Fuel (diesel) Prices (SD per L)

Location	Price per litre
Khartoum	100
El Fasher	166
Nyala	144
El Geneina	198
El Obeid	111.2
Juba	225
Wau	350

Diesel Price Trends in Northern Sudan (SD per L)



Rumbek	325
Malakal	200
Yei	200
Torit	350
Bentiu	325
Aweil	350
Yambio	300

Source: UNJLC

Meetings

UNJLC Logistics Coordination Meetings: UNJLC holds regular and separate Logistics Coordination and NFI meetings in Juba, the Darfur capitals and Khartoum. All interested parties are encouraged to attend. For further information on meetings, contact Julie.spooner@wfp.org or the 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 and nicholas.mcwilliam@wfp.org. The first Strategic Logistics Meeting was held in Khartoum on 31 January attended by logistics and air ops experts from UNJLC, UNHAS, UNMIS-JLOC and WFP. The meeting brings together the various partners to facilitate coordination of logistics issues and for information sharing and dissemination. Further meeting dates will be published when available.

Meeting	Date/Time
Khartoum UNDP Logistics	8 Feb/8 March 1100
Khartoum UNDP NFI (Darfur)	15 Feb/22 March 1100
Khartoum UNDP NFI (ROS)	22 Feb/15 March 1100
Khartoum UNDP CP Mgmt	4 March 1100
Khartoum IOM LCC	Tuesdays 1000 IOM
El Geneina OCHA NFI	13+27Feb/13+27 March 1000
El Geneina OCHA Logistics	20 Feb/6+20 March 1000
El Fasher OCHA NFI	13+27 Feb/13+27 March 1500
El Fasher OCHA Logistics	20 Feb/6+20 March 1500
Nyala OCHA NFI	13+27 Feb/13+27 March 0900
Nyala OCHA Logistics	20 Feb/6+20 March 0900
Juba OCHA Logistics	21 Feb/7+21 March 0930

In addition, UNJLC operates two email lists for North and South Sudan for the sharing of logistics related information – sudan.logs@unjlc.org and southsudan.logs@unjlc.org. Those interested in joining should send an email to the list. These lists are intended for humanitarian logistics personnel.

DARFUR

Security

Insecurity continues to hamper the delivery of humanitarian cargo with carjackings being reported in all three states, pockets of military clashes and movement of redisplaced IDPs, factors which contribute to sustained difficulties in reaching beneficiaries and conducting assessments. However, through interagency coordination, windows of opportunity are being investigated and capitalised upon in order to optimise operations. Médecins du Monde withdrew operations this month due to the prevailing insecurity.

OCHA's latest map of humanitarian access in Darfur shows increasing inaccessibility. See the HIC website – www.humanitarianinfo.org/darfur/mapcentre/index.asp and click on Humanitarian Access New! for the latest Darfur Humanitarian Access map (10 Dec 06). ¹

UN Light Support Package (LSP) to the African Union Mission (AMIS)

As part of the LSP agreed upon as a result of UN/AU consultations in Addis Ababa in August 2006, the first consignment of equipment was handed over to AMIS on 11 January consisting of night vision goggles, GPS systems, sleeping bags, mosquito nets, 6 man tents, generators and cooking sets. The second tranche of

¹ All security advisories and information in this bulletin are correct as of 31 January. You are reminded to contact your local UNDSS representative for updates.

personnel to be supplied under the LSP was deployed to El Fasher on 15 January, composed of 10 military staff officers and 6 police advisors. Total personnel is now 17 UN military staff officers and 19 UN police advisors.

Light Vehicle Convoy to Darfur

The first UNJLC/UNDSS light vehicle convoy of 2007 left Khartoum on 5 February. The convoy will take approximately 10 days and is composed of 10 vehicles from CARE, UNMAO, UNFPA, FSD, Triangle and OCHA. The convoy passes through El Obeid, En Nahud, El Fasher, Nyala, and Zalingei, before arriving at its final destination of El Geneina. Due to current insecurity, the vehicles will be provided with full AU escort from En Nahud onwards. These convoys are a vital service to the humanitarian community, allowing them to replace vehicles no longer in service or those lost through ambush or carjackings.

Organisations interested in joining future UNJLC-facilitated convoys should contact unjlc.khartoum@wfp.org or Julie Spooner on Julie.spooner@wfp.org or Otto Bijleveld on otto.bijleveld@wfp.org. The form is available at http://www.unjlc.org/sudan/transport/land/light_vehicle_convoy/view.

North Darfur

Security

As an update to insecurity in the region in December, UNDSS has authorised the return of non-essential personnel back into El Fasher. A UN curfew remains in force. Access has been impeded this month due to some reported SOFA violations preventing missions out of El Fasher taking place. SOFA is an agreement entered into by the UN and the Government of Sudan to guarantee the free passage of UN staff members.

Transport

Surface

Most roads in North Darfur are category C (minimum three MOSS compliant vehicles). Road access from the south into Jebel Mara through Dobo is "NO GO", although commercial vehicles are still able to operate. UNDSS does not advise movements in the Korma area, northwest of Kutum.

UNMAO (United Nations Mine Action Office) has had to cancel deployments to the area of Mellit and Sayeh, northeast of El Fasher, due to restrictions on travel following bombing in the Korma district. Two major landmine incidents were reported this month in Bere and Birmaza resulting in the deaths of four children.

South Darfur

Security

Patterns of violence in the region are currently related to intertribal clashes, particularly in Bulbul, (between Nyala and Kass). Humanitarian workers in Nyala are on high alert since an incident mid-month where NGO and UN staff were arrested by police, the consequences of which risk affecting implementing partners' ability to effectively operate in the area.

Transport

Surface

Although declared as "NO GO" at the beginning of the reporting period as a result of insecurity, the Nyala-Bulbul-Kass road has now reopened.

Air

Despite recent insecurity, Nyala airport is fully operational, although security procedures have been tightened with the recommendation that all passengers are to carry two copies of their passport and visa.

West Darfur

Security

The influx of IDPs from the Erenga tribe moving from Sirba into camps in the El Geneina area following attacks is of concern. There are reported to be approximately 3,000-5,000 people in these camps, mainly in Dorti and Ardamata. There have been reports of increased movement by the Chadian army in eastern regions of the state with a growing Chadian presence along the Sudanese border. Security in Goz Beida (Chad) has seriously deteriorated. Humanitarian flights in and out of East Chad were grounded mid-month.

Beida is currently "NO GO" (air and road) pending a further security assessment (along Chadian border). The northern corridor is still open by air to main villages, although access from villages to nearby areas is difficult. Access into some camps has been restricted following reports of SOFA violations. This will further affect the mobility of humanitarian operations.

Transport

Surface

GOS-escorted WFP food convoys are being used by the humanitarian community and commercial transporters as support for other distributions and deliveries in areas otherwise largely inaccessible. UNJLC is providing coordination between NGOs, CARE transporters and WFP for this facility. A recent convoy left 31 January for the northern sector, passing through the localities of Tanjeiki, Lambo, Buri and Buri Nomad. Interested organisations should send requests to WFP Logistics Officer on ayad.naman@wfp.org and copy henni.boudjema@wfp.org.

Two convoys per month are organised by the GoS for regular commercial traffic in West Darfur towards the northern sector. These usually depart on Thursday and return on Saturday. UNJLC will inform the community on procedure, destinations, timings and reliability of these as information becomes available.

CARE and UNJLC have completed a compilation of commercial transporters operating in West Darfur, available at www.unjlc.org. This list is not intended as an endorsement of the commercial companies or their services.

Air

Air access to Abu Suruj, Arushuru, Silea and Kulbus has been cleared by UNDSS, with an assessment pending for the Sirba area.

WFP/UNHAS has introduced new requirements regarding security clearance before helicopter take-off and on approach, with focal points assigned at different locations to verify the stability of the immediate area. A list of these focal points is with OCHA and includes NGOs and AU.

Helicopters:

Efforts to encourage full use of helicopter capacity are underway. UNJLC requests that NGOs take every opportunity to avail of this excess capacity to join and conduct needs assessments. Booking day trips and/or cargo on helicopters must be done 72 hours in advance with a minimum of five passengers. Cargo should be at the airport by Tuesday afternoon (no charge). Organisations are not required to pay for offloading of cargo. A new draft helicopter schedule is now available on www.unjlc.org.

Landing Sites:

Helicopter landing sites identified as needing urgent repairs are: Mornie, Sirba, Abu Sarouj, Um Shalaya and Habillah. Flights may have to be suspended if no action is taken within the next month. NGOs are required by OCHA to give a regular update on the status of repairs and construction of their local landing site. WFP will provide assistance under their Food For Work programme for these activities, although materials must be supplied by the NGO. Landing sites must be approved by the civil aviation authority with all details of newly

identified landing sites to be sent to UNHAS. WFP/UNHAS has details on specifications of airstrips. Contact amy.martin@un.org or alan.enever@wfp.org.

UNJLC participates in regular Helicopter User Group meetings. These are conducted approximately twice a month with the next meeting to take place on 6 March at 1030. For further details, please contact henni.boudjema@wfp.org.

Logistics Assessments

An interagency assessment (UNJLC, WFP, CRS and UNHCR) by helicopter was conducted 25 January to Abu Suruj, Silea, Kulbus and Sirba in the northern corridor. UNJLC assessed the need for Non Food Items (NFIs), general logistics and security. Silea Camp was seen to be expanding. Kulbus is experiencing water shortages. Numbers of displaced people arriving into Sirba were calculated to be approximately 700 people.

South Sudan

Security

The Security Level in Malakal is raised to 3 with a UN curfew 1930-0600 on foot and 2200-0600 by vehicle. 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. Due to armed tension in the area, Phom El Zaref (Jonglei), Rikwwangba (W. Equatoria) and Owinkibul (E. Equatoria) have been raised to Security Level 4. Kajo Keji (Bej) is now Level 3. The road Ibba-Ri Kwangba and road stretches south of Yambio to the DRC border are now Level 3. This does not apply to the Yambio-Ezo-Tambura or Yambio-Maridi stretches. (Source: UNDSS South Sudan).

The Tori-Magwe-Opari-Pageri road (E. Equatoria) is now Security Level 4 (RED NO GO). All other roads Magwe-Nimule and Magwe-Awin Ki Bul are Level 3. Movement east and south of Juba is only with armed escort. Caution is advised when travelling close to the Ugandan border due to possible LRA (Lord's Resistance Army) movement. Local press has announced the deployment of Ugandan troops along the border in order to secure the Juba road and prevent the LRA from crossing to Uganda, with soldiers patrolling the road up to 30km from Juba. Although previously a free-crossing zone, Sudanese nationals now have to be registered in Bibiya, one km from Nimule, and issued with permits (\$20) before entering Uganda. (Source: New Vision 2 February). Please check all road security levels with UNDSS for latest information.

Transport Surface

WFP Road Assessment:

A road assessment was conducted by WFP on the Juba-Kapoeta road with the following observations:

- Juba-Torit road – road from Juba to the intersection leading to Torit and Nimule shows signs of wear and tear from heavy trading traffic from Kenya and Uganda. Potholes from 1-3m are evident, as is bush encroachment along the shoulder.
- Juba-Lyria road - the road from the Juba intersection to Lyria remains all-weather (murham). Some sections have deteriorated, causing possible problems in the wet season, although these stretches are only 50-1000m long. The bush has completely encroached onto the road.
- Lyria-Torit road - the majority of the road is all-weather compacted murham with adequate drainage and new culverts.
- Torit-Kapoeta road – an 8m, all-weather gravel road, although not maintained since 2004. The road shows signs of degradation with bush up to the carriageway, 1-2 m potholes and loss of murham in stretches. The road will need serious rehabilitation if it is to survive the next wet season.

Road Status: Overall road capacity is reported to be increasing within the South and between South and North, although some security restrictions are expected to continue for the foreseeable future. Rehabilitation on the

Lokichoggio-Juba road is due for completion by end April. The Rumbek-Wau road is being rehabilitated by WFP contractors to become all-season, although constant maintenance is required. The road Rumbek-Yirol has been cleared and its surroundings are now accessible (Pagarau/Nyang/Adior/Abang). The Kaya-Yei and Wau-Abyei roads need rehabilitation, although no funds have been allocated to repair bridges along the latter. More than 1,000 heavy commercial vehicles are travelling daily from the Ugandan border to Yei, mostly en route to Juba. The road 15kms past Nyang towards Shambe is currently impassable for large trucks due to swampy sections and the collapse of four small bridges. Emergency bush clearing is being conducted and is hoped to be completed by end February. (Source: WFP Logistics).

Bridges: The commencement date for repairs on the Juba bridge is unclear although the contract has now been signed. One lane of the bridge is operational, with traffic flowing well. The bridge/culvert west of Mvolo (N 6° 03' / 29° 56' between Rumbek and Mundri) collapsed mid-month. A detour has now been made at the bridge/culvert, enabling vehicles to pass. This road is only good for dry season traffic with light vehicles.

Air

CHF Allocation: \$750,000 has been granted under the CHF allocation to upgrade five airports in South Sudan to all-weather status, based on Rumbek as a model - Bor, Aweil, Nasser, Kwajok and Bentiu/Rubkona, increasing capacity to allow landing of Dash-8s and cargo aircraft. UNHAS is compiling a list of prioritised airfields.

Airstrips/Airfields: UNMAO continues work on the manual mine clearance of Kapoeta airstrip extension. UXOs were detonated around Kajo-Keji airstrip as a result of bushfires at the end of January. All unexploded ordinances have now been removed and the area swept. UNMAS has completed all mine clearing in areas around Juba Airport. Work on fencing the airport is still pending.

Due to its increasing traffic, discussion is ongoing with the GOSS regarding an additional VHF frequency for Rumbek, which currently makes use of the common frequency for Sudan.

Three operational Caravans (UNHCR/UNDSS/UNHAS) are based in Juba and one Dash-8, one Caravan and two Buffalos are stationed in Lokichoggio (Kenya).

MAF-Europe: MAF currently operates passenger/freight/medivac chartered services. It plans to have two Caravans based in Juba by mid-2007 in order to start a scheduled service Nairobi-Juba-Malakal-Wau-Rumbek-Juba-Nairobi.

Commercial Flights: Eagle Air flights have resumed following a temporary suspension last month by the GOSS (Government of South Sudan). Via Uganda flights into Juba have been suspended due to technical issues. Updates on this can be obtained on www.viauganda.com. Marsland are now flying Juba-Nairobi-Juba six days a week (not Monday), Nairobi-Juba-Khartoum four days a week (not Sunday, Thursday or Saturday), Khartoum-Rumbek Mondays and Fridays and Khartoum-Juba every day except Monday. Further information on these and other flights can be obtained on www.marsland-avi.com. This is not an endorsement of these companies or their services.

Landing Fees: Discussion is ongoing with the GOSS regarding landing fees for humanitarian flights (previously exempt). The current landing fees for commercial flights are \$388 for Juba Airport from outside Sudan and \$194 from local airstrips. Overnight packing is charged at \$60. (Source: Airserv Juba).

UNHAS: The UNHAS Juba passenger booking system opened 1 February at the WFP warehouse compound. 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. Forms and updated schedules are with UNJLC Juba and available on www.unjlc.org. Fixed routes for the UNHAS Caravans are expected to be implemented for a trial period in February to compliment the fixed schedule for the Dash-8.

UNMIS Flights: UNMIS Air Ops new airport terminal at Juba is almost complete. Movcon is already installed.

OATG Meeting: The next OATG meeting for South Sudan flight coordination WFP-HAS is scheduled for 23 February at 1500 in Juba. For further details, please contact paal.jannang@wfp.org or peter.verheij@wfp.org.

River

Barges: Due to a security incident involving the targeted shooting in Mangalla of the first IOM voyage repatriating IDPs from Juba to Bor, the second voyage composed of 312 IDPs left on 2 February accompanied by SPLA escort. NGOs/UN agencies may apply to book lightweight relief cargo Juba-Bor with IOM Juba.

River Transport Company (RTC) has an office in Juba, opposite Juba Raha. (Rates quoted do not include off/loading). For further details, contact Mr. Jacob on +249 (0) 912474740. Plans exist to develop Juba Port although there are outstanding issues regarding land ownership.

Shambe Port: WFP Logistics conducted a mission to Shambe (Yirol East County) as one of the entry points into South Sudan, in order to ascertain services and facilities and to identify a location for the erection of rubhalls (storage facilities). The docking port was reported to be in a state of disrepair and requires immediate maintenance. Local authorities confirm that barges continue to pass through Shambe en route to Juba and Khartoum approximately once a month, transporting returnees, traders and supplies. (Source: WFP Logistics)

Returns

Following an outbreak of meningitis in N. Bahr el Ghazal and Warrap states, the returns movement planned for end March from Darfur to the two states may have to be delayed. Currently being discussed is the possibility of vaccinating all returnees before departure.

Warehousing

UNJLC continues to liaise with NGOs to ascertain warehousing requirements. Ongoing discussions are taking place with private warehousing companies, although these are often reluctant to establish services without firm guarantees that the facility will be rented out. Agencies interested in warehousing in Juba should contact UNJLC on paal.jannang@wfp.org. Interfreight has a warehouse with a total capacity of 128 m² in Hai Malakal (Juba). Any interested parties should also contact UNJLC at the above.

Infrastructure Developments

Market prices for imported Ugandan goods have increased significantly recently due to insecurity in the border areas. Building materials, particularly corrugated sheet metal for roofing (Zinc), have increased from SDD 3,000 to SDD 4,000 per sheet. Timber costs are now said to have risen to SDD 2,800 from 1,000. (Source: Juba Post).

GIS/Mapping

Transport Infrastructure Assessment Project: UNJLC's GIS team has published a South Sudan Roads Assessment Status map available on http://www.unjlc.org/sudan/maps/catalogue/unjlc_sdn_706_A0_070108. Four additional A4 maps were also completed and published during the reporting period – Demining Priorities on http://www.unjlc.org/sudan/maps/catalogue/unjlc_sdn_702_070105/view, South Sudan Roads and Settlements on http://www.unjlc.org/sudan/maps/catalogue/unjlc_sdn_706_A0, Infrastructure Rehabilitation Priorities on http://www.unjlc.org/sudan/maps/catalogue/unjlc_sdn_704_070109/view and Planned Roads Rehabilitation and Progress on http://www.unjlc.org/sudan/maps/catalogue/unjlc_sdn_702_070105/view. Updating of all maps is ongoing and relies on constant coordination and partnership with UN agencies, NGOs and commercial transporters. Regularly updated maps are available for the whole of South Sudan, including Central, Eastern and Western Equatoria, Jonglei, Lakes, Northern and Western Bahr el Ghazal, Upper Nile, Unity, and Warrab. All maps can be obtained on the UNJLC website (www.unjlc.org) and some in hard copy at the UNJLC Juba office. Agencies with information on road status or conditions are invited to contact UNJLC.

GIS Training:

Basic GIS training and briefing of Ministry of Roads and Transport staff took place this month as part of an



ongoing UNJLC strategy to build GIS capacity within the ministry. GPS training of WFP staff took place in Wau mid-month with the same also planned for Juba. This training is part of UNJLC's efforts to build capacity for roads assessments in order for partners to be able to feed into the ongoing roads updates.

Rest of North Sudan (ROS)

Organised Returns/ROS Common NFI Pipeline

Planned as an extension of the Darfur NFI Common Pipeline into the rest of North Sudan, the ROS NFI Common Pipeline is now fully operational. The pipeline operates as a partnership between UNJLC (coordination), CARE (transport and warehousing) and UNICEF (procurement). Through this mechanism UNJLC is coordinating the delivery of NFIs to all organised returns at point of departure. The first movement took place on 3 February from Khartoum to Kadugli (South Kordofan), composed of approximately 175 returnees, with a stop in Kosti Way Station. The second convoy left on 9 February, although with fewer IDPs. Although four subsequent convoys to S. Kordofan and Unity State are anticipated, the third convoy was postponed due to an insufficient number of IDPs arriving for departure. The third and fourth convoys combined and left on 12 February. The ROS Common Pipeline will provide roughly 100,000 NFI kits during the 2007 return season, with some stocks already pre-positioned in Departure Centres.

Logistics Input to Organised Returns Programme

As part of the returns operation, UNJLC continues in its coordinating and logistics planning role in the inter-agency/government LCC operating under the joint government/UN plan for the organised return of IDPs to Southern Sudan and the Transitional Areas. Members of the LCC include logistics officers and operational staff from UNMIS-RRR, IOM, WFP, UNICEF, CARE, ADRA, UNJLC and HAC/SSRRC. A senior UNJLC Logistics Officer was specifically assigned to assist and support the returns logistics planning within the LCC and coordinate the provision of NFIs to IDPs at the point of departure.

Transport

Air

WFP-UNHAS has started flight operations to Kassala and Damazine on Tuesdays and Saturdays. For further information, please contact Shorty Adlard at WFP-UNHAS on shorty.adlard@wfp.org.

River

A senior UNJLC Logistics Officer is investigating additional transport options for the organised returns process, liaising with the RTC in Khartoum to ascertain capacity and costing for the chartering of barges. A UNJLC mission was conducted to Kosti River Port to view RTC barges and assess the state and numbers of vessels and equipment available for possible hire. RTC has the following equipment at the port:

- One general cargo barge with a capacity of 640 m², able to carry cargo for up to 320 households.
- Eight flat barges (not present in Kosti at the time of visit).
- Two large and two small passenger barges, with an additional small passenger barge awaiting rehabilitation.
- Four rehabilitated pushers with new engines and generator sets. These can reduce the journey time to Juba to ten days and seven on the return.
- Seven general cargo barges awaiting some rehabilitation.
- Five general cargo barges needing minor repairs.
- Two additional pushers awaiting generators (anticipated completion in February).
- Ten additional pushers needing full rehabilitation (approximately one rehabilitated every two months).
- Two passenger boats needing full rehabilitation (engines and generators).

Repairs can only be carried out by the RTC team during the dry season when the water level decreases. There is one floatable dock, although due to its size this can only be used for the pushers.

Warehousing

UNICEF has announced plans to outsource its warehousing management in Khartoum and is looking for contractors to perform various warehousing duties. Companies should contact UNICEF on 83489152, x 151.