



SUDAN RAIL TRANSPORT

The **Sudan Rails Corporation** (SRC) has the second largest network of transport on the African continent of approximately 5,898 km single line track of 1067 mm gauge (3.5 feet) comprising 50, 75 and 90 lb/yd rail weights along its east-west and north-south corridors. Tracks were constructed between 1897 and 1930 with the exception of rail links constructed during the 1990s to transport crude oil at Abu Khiraz (10 km from El Obeid) and Abu Jara (53 km from El Muglud).

Historic Overview: SRC's monopoly of the transport sector during the early 1960s undertook 85% of import, export and passenger traffic. Services however declined in the mid 1970's giving way to development of the national highways road infrastructure (Port Sudan-Kassala-Gadarif-Khartoum) and (Sennar-Kosti-Medani) highway. Further economic decline, sanctions, budget deficits, etc., resulted in market the launching of strategic plans to recover market share embracing various corporate restructure, privatisation, bi-lateral, multi-lateral and GoS investment initiatives.

SRC current stock comprise 111 main line locomotives of which (43) are operational (SRC Owned: 27- Hired: 16). Though 25 are available for service, maintenance, spare part shortages and sanctions presently limit engine reliability to 550 km before they are taken off line for servicing at Atbara, the main seat of workshops besides others in 5 regions used for supervision and follow up work. Other workshop facilities include Kassala, Kosti, Sennar, El Obeid and Al Rahad (El Rahad). Of 41 available shunting engines, 10 are working with only 5 available for regularized service with a reliability cycle estimated at 24 hours. Wagon fleet assets are listed at 4,749 units, with 2,854 in working condition. Wagon productivity is limited to 45% due to unavailability of engines to pull them. Fuel tankers with the required internal lining for Jet A1 transport to meet peacekeeping mission supply chain requirements are unavailable. Diesel fuel tankers however are available.

Private Sector Profile:

Al Bazim for Express Railways Cargo: Transports cargo for UN and private sector clients operating between Port Sudan/El Obeid (4 days) and El Obeid to Kosti (3 days). Assets consist of 3 imported locomotives with an additional 5 undergoing maintenance/rehabilitation and 150 (open top and covered) wagons. Spare parts accessibility and sanctions represent regular operating constraints. Projections for 2005 include purchase of 15 imported locomotives and 400 wagons. Capacity levels are expected to double from 13,000 MT per month once 2 rehabilitated locomotives are placed into service end November 2004. Maintenance is overseen at SRC's Port Sudan, Khartoum, Atabara facilities and will include Babanusa when the southern line becomes operational.

Shieku for Rail Transport: Provides passenger and cargo services extending from Wadi Halfa and El Obeid-Nyala respectively via El Dubeibat using 6 locomotives, (3 imported) with current maximum pull loads of 700 MT (20-22 wagons) during the dry season and 15 during the rainy season. Rolling stock levels comprise 30 open top and 68 closed wagons of approximately 30-33 MT capacities each. Future plans include

4 (2000 hp) engine purchases by third quarter 2005 and acquisition of 100-120 second hand wagons later in the year. Main constraints affecting average turn around of 7 days on the El Dubeibat-Nyala route is attributed to security, locomotive performance, infrastructure challenges and sanctions.

Um Gamala Company: A division of LAM (Holding Company) specializing in rail and road transportation from Er Rahad to Nyala that will include the Babanusa to Wau route in the future. Operating stock consists of 2 lightweight locomotives and 60 wagons leased from SRC including warehouses at El Dubeibat and Nyala. Company engineers oversee all repair work at carried out at SRC's Babanusa workshop.

Sudan Free Zones (SFZ) Co.: Provides rail transport services from Port Sudan to Khartoum and projections to extend service to Kosti and El Obeid. SRC rented rolling stock consist of 5 heavy load locomotives and 200 wagons. Present capacity estimates: 15-17,000 MT per month. An additional 100 additional wagons are forecasted for line service June 2005.

Sekakion Company: An SRC owned company providing 3,000 MT/month cargo transport from Wadi Halfa to Port Sudan and passenger traffic between Port Sudan/Halfa and Khatoum-Nyala. Current stock consists of 2 light locomotives and 35 wagons. Forecasts for 2005 include purchase of 2 heavy locomotives and 80 wagons plus rehabilitation of 2 additional heavy load engines by April 2005. Maintenance is carried at SRC facilities under company supervision. The company uses SRC storage facilities at Port Sudan and Wadi Halfa.

Other: Potential investment partners include the Iranian Wagon Parts Company, Malaysian Trans Africa Company, Pakistan Ministry of Railways and the Arab Rail Union (Algeria, Egypt, Iraq, Jordan, Lebanon, Morocco, Palestine, and Syria) of which Sudan is a member.

Humanitarian:

Supplementing current market force trends to improve sector availability and reliability WFP and SRC are negotiating short term track and locomotive rehabilitation initiatives designed to improve infrastructure at critical points and improve equipment turn around time respectively. Funding proposal to repair 11.4 km of *priority one* curve track line between Kosti and Ardeband and rehabilitation of 2 heavy and 2 light duty locomotives, are currently under development at an estimated cost of U.S \$ 7 million. DPKO's accelerated unit deployment activities in the near future and potential access to short term rehabilitation project resources may complement on going efforts to create a stable and dependable logistics infrastructure for humanitarian sector use.

This Snapshot is a brief overview of existent facilities in Sudan based on compiled data derived from WFP, IOM, other U.N. agencies, NGOs, and government partners and is subject to periodic updating.

Specific details this and other logistics information products are available on the UNJLC website:

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This Snapshot is a brief overview of the Shelter/NFI common pipeline system for Darfur based on compiled data derived from institutional reports, public sources, commercial actors and UNJLC sources. It is subject to periodic updating. This and all publicly available UNJLC documents are available on www.unjlc.org.