Introduction. The 6,671 km Nile is the longest in the world. Its headwaters, the White Nile and the Blue Nile, join in Khartoum to form the Nile River that flows to Egypt. Ten countries share the Nile, but about 60% of its length lies within Sudan and 70% of the area of Sudan is situated within the Nile River catchments.

Blue Nile Routes. Extend from El Suki to El Rosiers (210 km). Due to low water levels this route is navigable from August to February. Karima is the main port.

White Nile Routes. The White Nile serves South Sudan and follows the route Kosti, Renk, Malakal, Shambe, Bor, Mangala, Terakeka and Juba. The distance between Kosti and Juba is 1,436km. It is used year round, though impeded by non-functioning navigational aides, shifting sand, shallow waters and exposed rock. Four tributaries branch from the White Nile and form seasonal barge corridor routes that are impeded by plant growth and high to low water variations of up to 1.2 meters.

White Nile Major River Ports. Major river ports are located at Kosti and Juba. A fast transit time for barges going upstream (south) from Kosti is 21 days, and down-stream (north) from Juba is 7 days. Unloading time is not included:

- **Kosti.** Connected by rail and asphalt road to Khartoum, Port Sudan and other major towns of Sudan. It has a shoreline of 800 meters and 115 meters of vertical quay made of masonry with mooring rings and track for cargo handling cranes. The rail siding beside the quay is out of service. There is an RTC dockyard for small to medium size boat repairs – access to spare parts and maintenance has been problematic.

- **Malakal.** This port is accessible year round, has a cement pier, experiences no silting problems and measures 300 meters. No barge maintenance facilities exist at Malakal.

- **Juba.** Barge services are operated by RTC as no private companies have undertaken regular services to Juba. Barges at present travel from Kosti to Juba in convoy and ports are incapable of processing more than two barges at a time. Juba old port is no longer operational due to silting and Juba new port has no infrastructure. The route from Kosti to Juba is seasonal depending on the load of the barge. On occasion during low water levels, barges must be partially off-loaded in Terakeka.

Barge Operators

River Transport Corporation (RTC). RTC is the biggest barge operator in Sudan. It is a public enterprise, which operates on the River Nile, while private operators undertake tributary coverage. Operators offer a range of facilities and services that include pusher tugs, general cargo, flat deck, oil fleet and self propelled barges, thus providing a cost effective logistics delivery option to Sudan’s central and southern locations.

- RTC General Manager, Khartoum
  Office: +249 853 35264
  Email: rtc73transport@yahoo.com

- RTC Traffic Manager, Khartoum
  Mobile: +249 (0) 9123 53854, (0) 912135316.

- RTC General Office, Kosti
  +249 (0) 571 871 822570.

- RTC River Agent, Juba. Mobile: +249 (0) 9124 74740. Office: +249 811 820414

Other Barge Operators

- The Sudanese River Co. Ltd. A GOS company. Apart from the Sudanese River Transport Co., all available barge capacity belongs to RTC, and most of the small operators hire from RTC. Head Office in Khartoum: Mobile: +249 (0) 91232404.

- Almosheer Transport & Services Co. It owns the only other operational and reliable pusher – it is based in Kosti. Manager, Kosti: +249 (0) 571 12328011.


- Abdulwahab Abdulrahim Al Amin. Contact Persons: Mr.Baddreldiin: +249 (0) 571 23049 (Kosti). Abdelwahab Abdel Bahaman: +249
UNJLC Snapshot South Sudan River Transport and Barge Operations
08/12/2005

(0) 123 00961 (Khartoum). Abdel Aziz Abdel Rahaman: +249 831 22185 (Malakal).

- River Engineering Transport. “Meyroue” Pusher. Contact Person: Khartoum, Mr. Aben, and Tel: +249 123 788328. Mobile: +249 (0) (0) 571 123 06305. Sub-Office Kosti.

- Jonglei State (Malakal Pusher). Contact person: Napir Wang. Or Nyang Thicot—Coordinator Jonglei Kosti. Tel: +249 (0) 571 24919, 24918.

- Almosheer for Transport and Services Co. Ltd./Transport and Trading Co. (For Almosheer Pusher). PO box 280, Kosti. Contact Person: Mr. Shamir Yousif, phone: +249 (0) 571 12328011 (Kosti).

- Shankin for Trading and Investment Ltd. Contact person: Mr. David Thol Deu * Mobile +249 (0) 12218110 - 794277 – 294278. Head Office Khartoum. Latjor has Sub-Offices in Kosti, Mr. Ahmed Suleman. Tel. +249 (0) 571 20667. Latjor has Sub-Offices in Renk.

- Inland Waterways Navigation Corporation. Contact Person: Mr. El Baghir, Phone +249 (0) 912147833.

- Sudanese River Transport Co. Ltd. Person to contact: Mr. Awad El Karim B. El Hassan, General Manager Head Office Khartoum - Mobile: +249 (0) 91232404.

- Salma Engineering Investment Co. Contact Person: Ahmed Salim, Manager.Kosti. Phone No. 0912234115 Abdel Gaheim Phone No. +249 (0) 912616589 (Kosti).

Cargo Transport Rates

Cargo rates include insurance that covers loss or damage to the shipment.

- Kosti to Juba: 33,981 Dinar/ton.
- Juba to Kosti: 16,500 Dinar/ton.
- Rental of Pusher: 231,438 Dinar/day (can push up to 4 X 500t barges).
- Rental of a 500t barge: 99,544 Dinar/day.
- Rental of a 300t fuel tanker barge: 73,420 Dinar/day.

Cargo Handling

- Mobile and floating cranes are available at Kosti: 10t crane 15,590 Dinar/hour. 45t crane-31, 284 Dinar/hour.

- From Kosti to Juba there are no cranes or other mechanical handling equipment to load or discharge cargo from barges. Manual labour is used. Only Kosti and Malakal have limited space to use cranes. All other discharging points including Juba do not have jetties.

- Cargo Handling rates are 2000 Dinars/100kg or 1000 Dinar/50kg. A carton or Jerry can costs 500 SP to unload.

- Average unloading times in Juba for 400mt of loose cargo averages 2 hours.

Passenger Transport Rates (By Passenger Boat)

RTC is the only passenger barge operator with 2 passenger boats with a total capacity of 244 beds.

- 1st class -9.6 Dinar/km (with bed).
- 2nd class - 7.5 Dinar/km (with bed).
- 3rd class - 6.1 Dinar/km. (no bed).

- Meals are extra, and can be purchased onboard.

Passenger Transport Rates (on Pusher)

- 1st class – 6.1 Dinar/km.
- 2nd class – 5.2 Dinar/km.
- 3rd class – 4.3 Dinar/km.

Future Plans

Damen Shipyards of Holland is assisting Sudan to develop a reliable, economically viable White Nile link between Khartoum and the southern provinces. They have plans to build a 150 person shipyard facility in Kosti with all the needed crane facilities, slipways, equipment and tools. The plan is to re-establish the barge capacity to pre-war levels – which was roughly 100 barges. They are planning to build 50 barges - flat top barges, cargo hold barges, petrol barges, jet-A-fuel barges and oil barges. Also two floating docks will be built for maintaining of the river fleet. The Dutch government is funding half the project costs. Damen hopes to be operational in early 2006. Plans are that the first 2 barges should be
ready by mid 2006 and afterwards they hope to produce 2 barges every 4 months. These barges will be of 500-mt capacities. There are also 16 pushers currently being rehabilitated by a German company and these should start coming on line at the beginning of 2006. Each pusher can move 4 barges for a total capacity of 2000 mt.

Damen are presently in discussion with UN WFP with respect to building 2 Pusher Tugs and 8 barges at the new shipyard in Kosti.

The World Bank is considering the rehabilitation of the port at Shambe in Phase II of their transport rehabilitation plans.

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