# BENTIU TOWN, PORT ASSESSMENT REPORT – 03 JULY 2011

| Date(s): | 03 July, 2011 |
| Location(s): | Bentiu Town – Guit County – Unity State – N 09°d 28’ 54.1” E 029°d 81’ 30.2” |
| Security: | Level 3 |

## Objectives of Assessment

1. Using Spatial Data Infrastructure - T format, assess Bentiu port for humanitarian river access from Malakal, Upper Nile State.
   - Are commodities arriving in Bentiu?
   - Can Bentiu port be used for humanitarian aid movement?
   - Assess capacity at port for trans-shipping to surface transport and handling.

2. Identify county level representative at port for further liaison/communications at local authority level.

## Summary of Findings, Recommendations & Follow-Ups

### Objective #1:

1. Using SDI-T format, assess Bentiu port for humanitarian river access from Malakal, Upper Nile State.

### Operational Details

- **Port Type (check one):** Light
- **Max. Length at Berth (m):** 150
- **Max. Draught at Berth (m):** (3-5)
- **Has Road Access (Y/N):** Y
- **Has Railway Access (Y/N):** N
- **Has Waterway Access (Y/N):** Y
- **Has VHF Coverage (Y/N):** N
- **Has Mobile Phone Coverage (Y/N):** Y
- **Has Anchorage (Y/N):** N
- **Has Lightening Services (Y/N):** N
- **Damage (check one):** Appears intact
- **Repairs Type (check one):** Repairable locally
- **Security (check one):** Good

### General Handling Aspects Description

- Light boats of 15 - 100mt capacity were observed being unloaded manually. Stevedoring is reportedly administered thru the Department of Commerce Chamber of Traders. Stevedoring charges were reported as: 6sdg per 90kg sack; 3sdg per 50kg sack; 1sdg per general commodities; 25sdg per 200l barrel. Trucks, ranging from 10mt - 30mt capacity were presented for loading 10 - 20mt from the bank. The loading hard was around 100m in length although congested from circa 500mt of commodities unloaded at the hard. Circa 40 x 200l barrels of fuel were observed on the hard waiting for transport to market/programmes.

### Port Notes

River width at port appeared restricted to 50m, although it was reported that the width in full rainy season can reach 70m, the depth of the river however wasn't expected to increase by more than 1m.

16 boats ranging from 15 - 100mt capacity were observed at the port. All boats had reportedly arrived from Malakal, although it is suspected that half of these boats had been sitting at Bentiu for some time.

3 boats were being unloaded onto 3 trucks and 1 boat unloading onto the hard at the same time. Commodities ranged from general market goods, fresh produce, fuel/oil, building materials, food in sacks (50kg sorghum), sugar, wheat.

A UNICEF contracted boat from Malakal was observed offloading 15mt of plumpy nut and NRG-5 Emergency Food Ration onto a truck for onward transport during the course of this assessment, offloading took less than 1 hour. An MSF S/M was also observed assessing activities at the port although they'd left before we could share information. No further transport west was possible due to water hyacinth blocking the river. It was reported that continuous works to keep the river accessible from Malakal to Bentiu were ongoing.

### Objective #2:

2. Identify county level representative at port for further liaison/communications at local authority level.

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To learn more, subscribe to, or unsubscribe from WFP-LCU’s e-mail lists, please visit [www.logcluster.org/ops/sudan](http://www.logcluster.org/ops/sudan).
• Information on the overall management of the port was unclear; it was nonetheless established with the Guit county Department of Commerce that state level import taxes are waived for humanitarian cargo.

• Any strategy to substantially increase logistics activities at Bentiu town port would benefit from information sharing with the Guit county representatives and Unity State humanitarian ministry apparatus.

• The port manager requested port infrastructure support to assist in the maintained operability of the port, and warehouse provision to protect commodities offloaded at the port. The port manager was politely informed that the Logistics Cluster’s interest on this occasion was firmly oriented to emergency response; however, the port manager’s concerns were noted.

Observations:
1. A substantial river transport operators market exists at Malakal level, refer WFP Malakal Transport Market Assessment, July 2010.
2. Bentiu port capacity allows for sustained logistics operations ex-Malakal to Bentiu.
3. The Malakal to Bentiu river corridor was reported as perennially accessible.
4. No further river movement west of Bentiu is available at this time; however, efforts to maintain the Malakal-Bentiu river of obstructions could be extended west as far as Wau if this proved economically worthwhile.
5. Further river access north, originating from the Malakal to Bentiu corridor exists, however this would need further assessment, security permitting.

Bentiu Town Port Activity 03 July 2011: