RENK PORT ASSESSMENT REPORT – 21 07 2011

Date(s): 14 July, 2011
Location(s): Renk Town, Renk County, Upper Nile State
Lead Agency, (Inter-agency mission): Logistics Cluster
Other Participating Agencies: SSRRC, UNOCHA, WFP, UNHCR, UNICEF, WHO, WV, IOM.
Security: Level 3

1 / Objectives of Assessment

1. Using Spatial Data Infrastructure (SDI) format, assess Renk town port for river transport capacity.
   - Can Renk port support movement of returnees via river south to Melut and beyond?
   - Assess capacity at port for emergency aid flows to returnees located in Renk.
   - Identify commercial river transport operators in Renk, (if any).

2 / Summary of Findings, Recommendations & Follow-Ups

Objective #1: Using Spatial Data Infrastructure (SDI) format, assess Renk town port for river transport capacity.

SDI Light Assessment Form: Ports

Source ID: Logistics Cluster

Port Information

General Information

Name: Renk Town Port: 11°43'20.792"N 32°49'23.873"E
Location: Renk Town, Renk County, Upper Nile State
Admiralty Chart Number Designator: N/A
Admiralty Pilot Number: N/A
Port VHF Frequency: N/A
Pilot VHF Frequency: N/A

Focal Point Details

Name: Not found
VHF: N/A

Accessibility Details

Max Road Access (Y/N): Y
Max Railway Access (Y/N): N
Max Waterway Access (Y/N): Y
Max Mobil Phone Coverage (Y/N): Y
Max VHF Coverage (Y/N): N

Describe any problems with accessibility (effects of rain, etc.):
Access good, however, considerable congestion observed currently

Operational Details

Port Type (check one)

Sea port
River port
Lake port
Beaching
Bank
Pier
Ramp
Anchorages

Operational Status (check one)

Restricted
Closed
Is Under Construction (Y/N)

Number of Entrances 3
Max. Length at Berth (m) 140
Max. Depth at Berth (m) (7-10)
Humanitarian Use (check one)
Entry Point
Primary Hub
Secondary Hub
Final Delivery Point
Operationally Significant Location

Describe Mechanical Handling Equipment:
Nil

General Handling Aspects Description

The main loading option at Renk port is a 480m2 metal pontoon attached to a concrete hard of approx 1,250m2. The loading area of the pontoon was approximately 1.5 – 2 m from the water line. A total of 22 boats, were observed at the port with 3 boats clearly non-operational. Due to the congestion on the main hard of the port, shallow hulled boats, (30 – 50mt capacity) were also loading on 3 alternative sites at the port; one found on the concrete hard with the remaining 2 found on bank sides next to the port. Barges and larger capacity boats appeared to have priority for use of the pontoon. The total usable loading area is in excess of 200m, water hyacinth obscured possible additional off loading on the southern side of the port.

Port Notes

No port manager was found at the port; information received was that the port manager could be found at the County Commissioner’s office, on the day of assessment, all county commission staff were engaged in a meeting, for follow up, channel inquiries thru the SSRRC Renk County. No information was available on the likely customs procedures applicable for the port for imports from Sudan, for all purposes, appeared that customs procedures/ regulations had not yet been invoked.

Security at the port entrance was very visible, SPLA and civ police. General port security was reported as very good. However the area around the port was porous with people wandering in to the port from the sides.

2 commercial shipping agents offices were located at the port. It was reported that these agents are based in Malakal and only operate in Renk once traffic at the port increases during the wet season. For contact details of the shipping/logistics agents, please contact Logcluster South Sudan, Juba.

Stevedoring costs are controlled by the porters union. It was reported that a barrel of fuel was loaded/offloaded at 15sdg; a 90kg sack at 3 - 5 sdg; 50kg sack = 1.5 - 3 sdg; general commodities’ loading/offloading were priced on an adhoc basis depending on weight and distance for loading.

Double click above insertion to access assessment form in excel.

Observations:

For more information about WFP-LCU Sudan, please visit our website at http://www.logcluster.org/ops/sudan or send an email to sudan.wflcucu@wfp.org
WFP-LCU Sudan maintains a number of e-mail lists for the dissemination of information and discussion on logistics topics. To learn more about, subscribe to, or unsubscribe from WFP-LCU’s e-mail lists, please visit www.logcluster.org/ops/sudan
1. Renk port is clearly established and provides a much needed alternative transit corridor for the movement of returnees further South and beyond. This is especially so during the wet season when the Paloich to Malakal road transport corridor is restricted.

2. The steel cable winch assembly system holding the pontoon fast to the concrete hard dock is inoperative. Reportedly a youth fell into the 1.5–2 metre deep gap between the concrete dock and the pontoon and drowned the day before this assessment. Notwithstanding the operability of the port, improvements to the safety at the port are required.

**Renk Town Port Activity 14/15 July 2011:**

![Renk Port Google Earth image 2007 accessed 22 July 2011](image1.png)  
![Renk port North side loading](image2.png)  

![Renk port South side loading (fuel)](image3.png)  
![Front side, main loading pontoon, 1.5 – 2m from waterline](image4.png)  

![Barge and pusher alongside main pontoon](image5.png)  
![Pontoon to concrete dock gap (safety hazard)](image6.png)