LOGISTICS CLUSTER – SOUTH SUDAN
ASSESSMENT

RUMBEK-LEER-ADOK ROAD ASSESSMENT MISSION

| Date(s):   | 20 April - 22 April, 2012 |
| Location(s): | Rumbek, Maper, Mayendit, Leer, Adok, and Mir Mir |
| Participant(s): | Logistics Cluster |
| Security: | Level 2 |

1.0 MISSION OBJECTIVES

1. Using GPS and SDI-T tools track/assess Malakal, Nasser, Kiech Kon, Mathiang, Pagak, Jemaam, Maban, Polich, Meluth, and Jikou Road sections for humanitarian access.
2. Identify damaged roads, bridges and culverts, for possible repair; and improve understanding of access for returnees, Common Transport Service (CTS), and for the humanitarian community.
3. Assess the possibility of using Adok Port on the Nile River Corridor, South Sudan.

2.0 SUMMARY OF FINDINGS/RECOMMENDATIONS/OBSERVATIONS

Day 1: Rumbek-Leer

- Rumbek-Maper road is almost completed (see Photo A) and smooth. Up to Mayen the road is gravel; the remainder of the road - third layer (clay) - is completed and passable for all traffic and in all seasons. Road construction is ongoing towards Mayendit (10 m wide) by Eyat Road Construction Company (see Photo B). The road is open up to Leer for all traffic only in dry season, maximum 40 MT capacity.
- The road is under construction from kilometer 84 (Maper) to Mayendit Junction, and is passable only in the dry season for all traffic.
- Mayendit Culvert: during the rainy season, without repair, it will only be passable 4WD vehicles after 3 dry days. Currently part of the road is washed away (see Photo C).
- The road from Mayendit Junction to Leer Junction is an old gravel road (4m wide), and is passable in the rainy season for light vehicles (20MT) after 3 dry days, as in many locations the gravel is washed away (see Photo D).
Day 2: Leer-Adok-Mir Mir

- Leer-Adok road: the first 7 km needs repair, after this it is a good gravel road up to Adok. From Leer to Pilling the road is not passable in the rainy season for all vehicles; the rest of the road up to Adok is passable for all traffic and during all seasons (see Photo E).
- Leer Town road is rough and needs to be rehabilitated; it is only passable during the rainy season after 3 dry days.
- Pilling-Shambe road is under construction by Eyat Construction Company; only the first 5 km is passable for all vehicles during the dry season.
- There are two Steel bridges between Pilling and Adok; one is at Pilling and the other is just before Adok. Both bridges are approximately 100 m long and 8 m wide, and are passable for all traffic in all seasons, maximum capacity is 40 MT (see Photos F & E).
- Mayendit Junction to Mir Mir is partially gravelled with black cotton soil; during the rainy season the road is only passable after 3 dry days, for all vehicles.

Adok Port

- Adok Port has a steel flat form to dock barges and boats; the approach by road is gravel and usable in the rainy season (see Photos H, I, & J).
- A customs check point is located at Adok Port. The customs procedures are basic and clear: a letter from both the sending and receiving organisations is required, with additional supporting documentation related to customs clearances necessary for UN Agencies and INGOs. Documents must be presented to the County Commissioner upon arrival. (For additional information please contact the Logistics Cluster Coordinator in Juba)

Airstrips

- Leer has two airstrips; the old airstrip is near the centre of town, and the new airstrip is 1.2 km away from town. The new airstrip is operational for fixed wing aircraft only during the dry season (see Photos K & L), and for helicopters during the rainy season, after 2 dry days. The Leer County Commissioner requested that only the new airstrip - which is properly marked and has top soil cleared with a grader - be used for air operations. The old airstrip has been opened for community usage. However, MSF-H still using old airstrip to land fixed wing aircraft with the help of ground staff, as their compounds are close to this location.
- MSF-H reports that during the rainy season they use Thar Jath airstrip, which is properly compacted with gravel and a two hour drive from Leer.

Photos:
- Photo E: Leer Town road to Pilling
- Photo F: Pilling steel bridge (100m)
- Photo G: Pilling-Adok (Gravel road)
- Photo H: Adok Port road (Gravel)
Other Findings:

- Weather: Rains were reported between Rumbek-Maper-Mayendit
- Security: The security situation is Level 2 with no abnormal incidents reported.
- Mayendit County Commissioner requested Eyat Construction Company to work on the Mayendit-Madol road section.
- Ground Water Table levels are between 20-30 m in Leer town.
- There are two bore-hole rigs in Leer town (AMA and Africa Water).
- Eight Bore-holes (BH) are functioning and four additional BH’s are located in NGO compounds in Leer Town.
- NPA has one Mobile storage unit (MSU) and they are willing to share space with UN/NGO’s.
- WFP Warehouse compound has enough space to accommodate another three MSU’s
- Some NGO’s (SCISS and Mercy Corps) are interested in having one Cluster Common Warehouse in Leer.
The Logistics Cluster in South Sudan maintains a number of e-mail lists for the dissemination of information and discussion on logistics topics. For more information about Logistics Cluster in South Sudan, please visit our website at www.logcluster.org/ops/ssl11a or send an email to southsudan.logs@logcluster.org

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