

OVERVIEW

This document aims to provide logistics efficiency and pre-positioning guidance for humanitarian organisations working in South Sudan for the 2019-2020 dry season and beyond. The Logistics Cluster plans to achieve logistics and cost efficiencies by continuing to undertake a shift in transport modalities by decreasing reliance on air transport and instead better utilising road and river transport. This strategy will enable responding organisations to establish an uninterrupted supply chain that supports the delivery of humanitarian relief items to affected populations by pre-positioning their requirements early. To achieve what is set out in this strategy, flexibility and cooperation will be required from all organisations, as well as early procurement of pipeline supplies prior to dry season.

This strategy has been developed as a direct result of improved physical access to remote locations by road and river. During the 2019 dry season, a significant number of locations that were previously accessible only by air became reachable by road, including locations highly dependent on humanitarian aid throughout Jonglei and Unity States and areas surrounding Bentiu and Wau. Furthermore, recent increases in the use of river transport have ensured critical locations in Jonglei and Upper Nile States can be reached using a more cost-efficient transport mode.

The Logistics Cluster's strategy is to expand its river operations to ensure more access to remote locations, following on from WFP's success in moving large amounts of food commodities via the country's river networks. The Logistics Cluster will offer free-to-user river transport for Non-Food Items (NFIs) to locations along the Nile and Sobat Rivers using both barges and boats. Organisations will be encouraged to preposition cargo during the dry season to all locations accessible by road and river in order to minimise the use of air assets once locations become inaccessible.

In support of the Logistics Efficiency and Pre-positioning Strategy, the Logistics Cluster is encouraging organisations to build further logistics capacity by providing additional common storage facilities to partners. The Logistics Cluster will make available Mobile Storage Units (MSUs) on a loan basis to organisations willing to manage them as common storage in locations requiring storage augmentation. Priority will be given to organisations willing to manage MSUs as common storage facilities (versus individual use), especially in the Inter-Cluster Working Group (ICWG) prioritised areas for interventions.

The following services will be made available to the humanitarian community on a free-to-user basis, except for organisation-provided trucks for coordinated convoys ex-Juba/Bor. Should the funding fall to a level that cannot sustain the cost of operations, any option for bilateral service provision through World Food Programme or any other suitable service provider will be communicated through the Logistics Cluster.

AIR OPERATIONS

- The Logistics Cluster's air assets are based in Juba, Bor, and Rumbek.
- The use of air assets shall be restricted to locations not accessible by road or river.
- To maintain operational flexibility, exceptions will be made for extreme lifesaving responses.
- A drastic reduction in air operations is expected after dry season 2019-2020 and beyond.
- The Logistics Cluster shall determine dispatch locations and modes of transport.

RIVER OPERATIONS

- The Logistics Cluster offers river transport using both barge and boat movements.
- A convoy leader has been recruited to provide flexibility in barge/boat movements, avoiding reliance on WFP movements.
- The Logistics Cluster has published a [Standard Operating Procedures](#) document for river transport.
- The Logistics Cluster has designed a [River Transport Routes](#) Map (Annex 1) outlining current river movement routes and possible locations for expansion.
- The Logistics Cluster has also produced a [River Movement Schedule](#) to enable partners to plan and develop pre-positioning strategies.
- Organisations are encouraged to plan ahead, pre-position cargo, and avoid stock-outs as lead times for river transport are longer than for air transport.
- During the peak of dry season, water levels along the Sobat River are expected to reduce drastically rendering the river inaccessible. Organisations are encouraged to pre-position their cargo in locations along this route before this period.

Route	Possible Stops En Route	Movement Frequency	Approximate Travel Time
Bor - Renk	Tonga, New Fangak, Atar 3/Diel, Canal, Malakal, Akoka, (Bianything), Melut, Kaka, Wadakona	Monthly	2 weeks to furthest destination
Renk - Bor	As above	Ad hoc	As above
Malakal – Jikmir (Sobat River)	Canal, Dolieb, Khor Fulus, Nagdiar, Baliat, Adong, Abwong, Gel Achiel, Rianganom, Chuil, Dome, Duk, Ying, Ulang, Mandeng, Jikmir	Monthly	1 week
Bor - Old Fangak	Wan Macher, Menime, Haat	Monthly	3 days
Malakal - Tonga	Atar 3/Diel, New Fangak	Monthly	1 day

Please note that more locations can be planned based on demand. Please contact the Logistics Cluster for any enquiries.

ROAD TRANSPORT OPERATIONS

Road Convoys

- The Logistics Cluster will continue to support humanitarian actors with road convoy coordination along multiple routes throughout South Sudan, provided roads are passable.
- The convoys will strictly be for cargo, using trucks and/or light vehicles, and are not intended for passenger travel.
- Organisations are responsible for hiring their own trucks and drivers for these convoys.
- The Logistics Cluster has published [Convoy Guidelines](#) for organisations to follow when joining convoys.
- The Logistics Cluster has designed a [Convoy Routes Map](#) (Annex 2), detailing all locations served by road convoys.

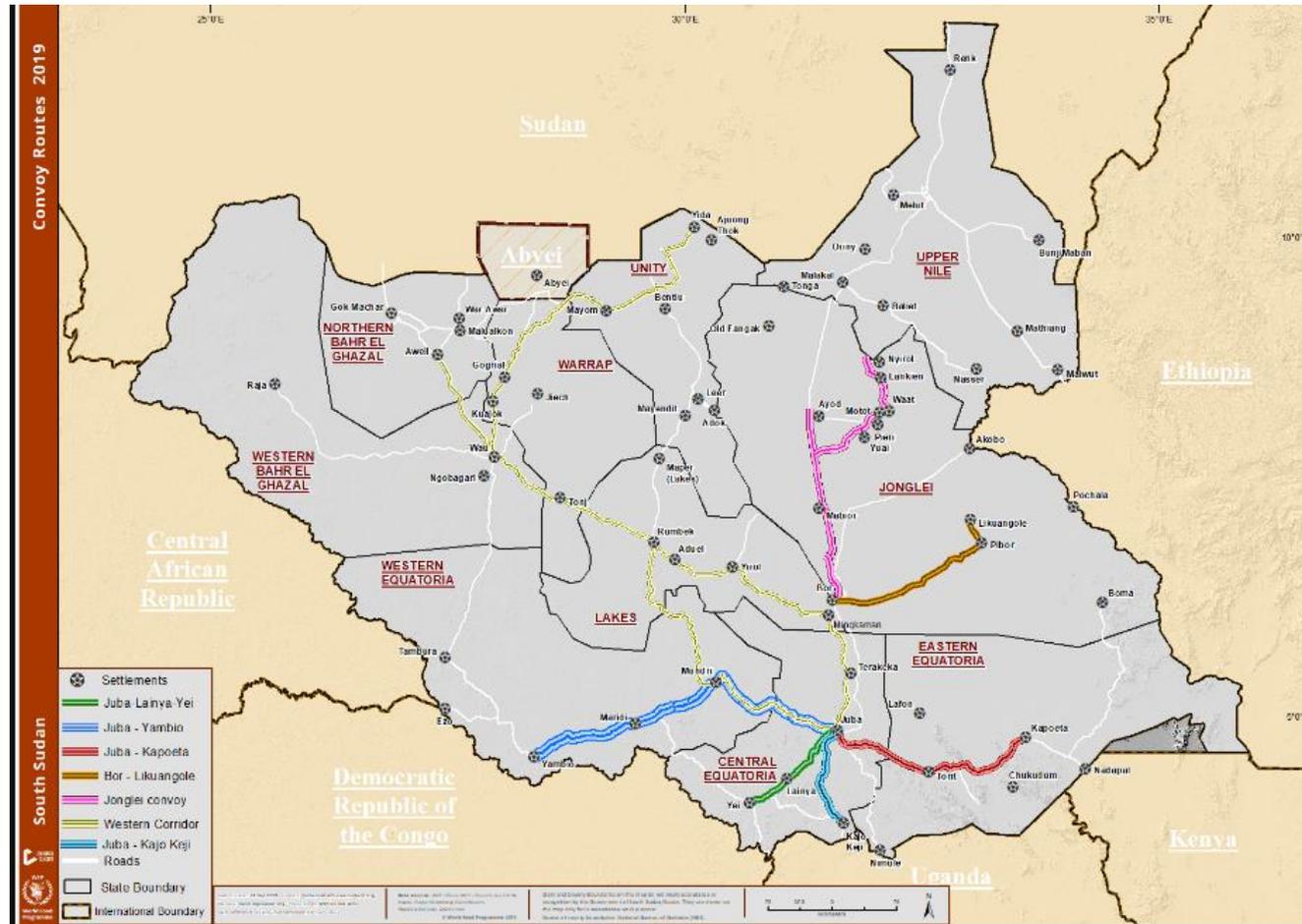
Route	Possible Stops En Route	Convoy Frequency	Approximate Travel Time
Juba - Western Corridor	Terekeka, Yirol, Rumbek, Cuibet, Tonj, Wau, Aweil, Kwajok, Wunrok, Abiemnhom, Mayom, Bentiu, Yida	Monthly	2 weeks to furthest destination
Juba - Yambio	Mundri, Maridi	Monthly	3 days
Juba - Kapoeta	Torit	Monthly	2 days
Juba - Yei	Lainya	Ad hoc	2 days
Juba – Kajo Keji	N/a	Ad hoc	2 days
Bor - Nyirol	Mabior, Duk Poktap, Duk Padiet, Gorwai, Jiech, Mogok, Yuai, Pieri, Motot, Waat, Lankien, Pulturuk	Monthly	2 days
Bor - Likuangole	Gumuruk, Pibor	Monthly	1 day

Please note that more locations can be planned based on demand. Please contact the Logistics Cluster for any enquiries.

Beyond Responses

- The Logistics Cluster, in partnership with the International Organization for Migration’s (IOM) Common Transport Service (CTS) project, offers medium-distance road transport to the humanitarian community ex-Bentiu, Malakal and Wau.
- The Beyond Responses transport cargo to/from deep field locations when road access and security allows, reducing the reliance on air transport.
- The Beyond Responses are strictly for cargo, using the IOM CTS trucks, and are not intended for passenger travel.
- As roads to these locations are only passable for a brief period, organisations are encouraged to pre-position cargo requirements for Beyond locations at the start of the dry season in Bentiu, Malakal and Wau to take advantage of the Beyond Response services prior to the start of rainy season (tentatively May 2020).
- However, organisations should not over pre-position all cargo for Beyond locations as the Logistics Cluster will not operate air assets from Bentiu, Malakal or Wau during rainy season. Organisations are encouraged to be in close communication with the Logistics Cluster on pre-positioning strategies and final destinations.

ANNEX 2 – Road Convoy Routes Map



<https://logcluster.org/ops/ssd11a>

This is a live document and will be updated throughout the 2019-2020 dry season.