OVERVIEW

This document aims to provide logistics efficiency and pre-positioning guidance for humanitarian organisations working in South Sudan for the 2020-2021 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. In 2020, the Logistics Cluster has delivered more cargo to a number of locations that were previously accessible only by air and became reachable by road. This includes locations highly dependent on humanitarian aid throughout Jonglei and Unity States as well as areas surrounding Bentiu and Wau. Furthermore, recent increases in the use of river transport have also ensured other 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 continue expanding its river operations to ensure more access to remote locations, following on from World Food Programme (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 White Nile, Bahr El-Jebel, Bahr Az-Zeraf 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. For example, in recent years, Unity state became increasingly accessible throughout the dry season. As a result, the Logistics Cluster will relocate the air asset to a different location to maximise its use and efficiency. Locations in Unity state will continue to be served on an ad hoc basis when enough cargo is consolidated in Rumbek.

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 Coordination Group (ICCG) 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 WFP 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.
- The Logistics Cluster shall determine dispatch locations and modes of transport.

[https://logcluster.org/ops/ssp11a](https://logcluster.org/ops/ssp11a)

This is a live document and will be updated throughout the 2020-2021 dry season.
RIVER OPERATIONS

- The Logistics Cluster offers river transport using both barge and boat movements.
- Convoy leaders have been recruited to provide flexibility in river movements, avoiding reliance on WFP movements.
- 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. It is important to note that the Logistics Cluster must consolidate a sufficient amount of cargo from different partners before planning any movement, which can extend lead times for cargo to reach a desired destination.
- The Logistics Cluster has published various supporting documents to facilitate organisations’ operational planning when utilizing river transportation services: Standard Operating Procedures; River Transport Routes Map (Annex 1); River Transport Network Diagram Map (Annex 2); River Movement Schedules regularly published on the website.
- 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.

<table>
<thead>
<tr>
<th>Route</th>
<th>Possible Stops En Route*</th>
<th>Movement Frequency</th>
<th>Approximate Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bor - Renk</td>
<td>Adok, Tonga, New Fangak, Atar 3/Diel, Fakwar, Canal, Owachi, Obel, Malakal, Akoka (Bianything), Melut, Kaka, Wadakona</td>
<td>Monthly</td>
<td>20 days to furthest destination</td>
</tr>
<tr>
<td>Renk - Bor</td>
<td>As above</td>
<td>Ad hoc</td>
<td>As above</td>
</tr>
<tr>
<td>Bor – Jikmir</td>
<td>Wan Macher, Menime, Haat, Old Fangak, New Fangak-Dor-Atar3-Atar1-Kaldak, Canal, Dolieb, Khor Fulus, Nagdian, Bafet, Abong, Gel Achiel, Riangnom, Chuil, Dume, Duk, Ying, Ulang, Wathjak, Nyagore, Yomding, Kewer, Kuich, Nordeng, Kishir, Kuthrengke, Mandeng</td>
<td>Monthly</td>
<td>16 days to furthest destination</td>
</tr>
<tr>
<td>Malakal – Jikmir (Sobat River)</td>
<td>Canal, Dolieb, Khor Fulus, Nagdian, Bafet, Abong, Gel Achiel, Riangnom, Chuil, Dume, Duk, Ying, Ulang, Wathjak, Nyagore, Yomding, Kewer, Kuich, Nordeng, Kishir, Kuthrengke, Mandeng</td>
<td>Monthly</td>
<td>7 days to furthest destination</td>
</tr>
<tr>
<td>Bor - Old Fangak</td>
<td>Wan Macher, Menime, Haat</td>
<td>Monthly</td>
<td>7 days</td>
</tr>
<tr>
<td>Malakal - Tonga</td>
<td>Atar 3/Diel, New Fangak</td>
<td>Monthly</td>
<td>2 days</td>
</tr>
</tbody>
</table>

*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.  

https://logcluster.org/ops/ssd11a

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Logistics Efficiency and Pre-positioning Strategy 2020-2021
South Sudan

- 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 2020 Flooding Emergency has greatly impacted road conditions across South Sudan and as such, the Logistics Cluster is expecting a very short window of time for organisations to pre-position cargo in Jonglei through Logistics Cluster coordinated convoys. Organisations are encouraged to plan ahead and take into consideration the impacts of flooding on road accessibility.
- The Logistics Cluster has published a Convoy Routes Map (Annex 3), detailing all locations served by road convoys.

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

*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, facilitates medium-distance road transport to the humanitarian community ex-Bentiu, Bor, 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, Bor, 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 overly pre-position all cargo for Beyond locations, as the Logistics Cluster will not operate air assets from Bentiu, Bor, 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.
- The Logistics Cluster has published supporting documents to facilitate organisations’ operational planning when utilizing Beyond Response services: Beyond Bentiu Response Destinations map (Annex 4); Beyond Wau Response Destinations map (Annex 5) and Road Movement Schedules published regularly on the website.

https://logcluster.org/ops/ssd11a

This is a live document and will be updated throughout the 2020-2021 dry season.
ANNEX 1 – River Transport Routes Map

https://logcluster.org/ops/ssp11a

This is a live document and will be updated throughout the 2020-2021 dry season.
ANNEX 2 – River Transportation Network Diagram
This is a live document and will be updated throughout the 2020-2021 dry season.
ANNEX 4 – Beyond Bentiu Response Destinations – April 2020

https://logcluster.org/ops/ssf11a

This is a live document and will be updated throughout the 2020-2021 dry season.
ANNEX 5 – Beyond Wau Response Destinations – April 2020

https://logcluster.org/ops/ssd11a

This is a live document and will be updated throughout the 2020-2021 dry season.