
Background

The Sudan Logistics Cluster was initially activated in April 2020. In April 2023, a conflict broke out between the Sudanese Armed Forces (SAF) and the Rapid Support Forces (RSF), causing massive internal displacement, cross-border population movements, and increased impediments to accessing populations in need of humanitarian aid. Over one year of conflict and violence in Sudan have triggered the largest displacement crisis in the world, adding immense pressure in a region grappling with scarce resources and high levels of food insecurity. More than 11 million people have been displaced: more than 3 million have fled across Sudan's borders ([UNHCR](#)), while 8.26 million have been internally displaced since April 2023 ([IOM DTM](#)). The cross-border impact of the crisis in Sudan continues to unfold, further exacerbating the humanitarian situation in Chad and South Sudan, countries that were already dealing with protracted crises. Operational limitations caused by access constraints continue to hamper the humanitarian response. The evolution of the crisis is highly unpredictable, with both crossline and cross-border movement of personnel and supplies facing significant obstacles, and nearly 25 million people in need of humanitarian assistance. As of 03 November 2024, the [Humanitarian Response Plan](#) is 57 percent funded.

To address the logistics constraints faced by the humanitarian community, the Sudan Logistics Cluster has adopted a regional coordination approach, with two cells based in Port Sudan and N'Djamena, to ensure strong coordination, advocate for the uninterrupted flow of assistance, and deliver effective support for partners responding to the Sudan crisis.

Operational Constraints

Movement restrictions, safe humanitarian access within conflict-affected areas, complex deconfliction processes, and telecommunications outages are limiting the ability of humanitarian organizations to operate and are impeding the delivery of humanitarian assistance to affected populations. Partners have reported the following logistics gaps and bottlenecks affecting their operations:

- Limited operational points of entry into Sudan and limitations on crossline movements.
- Limited ability to contract transportation and storage services due to security constraints and rising costs.
- Limited availability of fuel in certain areas.
- Limited information on logistics service providers' availability and capacity, and on the physical status of the road network.
- Complex and lengthy customs procedures.

Points of Entry

Air: The Port Sudan International Airport is open and operational for both humanitarian and commercial flights. Though the Government of Sudan (GoS) granted access to El Fasher, El Obeid, and Kadugli airports through a press statement on 6 March 2024, the United Nations Humanitarian Air Service (UNHAS) has not been able to carry out the required interagency assessments of the airports due to security and bureaucratic access constraints. Further, operationalizing air

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services to these airports is currently considered cost prohibitive. UNHAS is currently providing humanitarian flights from Nairobi, Kenya and Cairo, Egypt to Port Sudan, to Kassala and Dongola in [Sudan](#), and to several locations in [Chad](#), including Farchana, Abeche, Guereda, and Adre amongst others.

Road: The following road entry points are officially authorised for use by the GoS:

- Tine/Tina, Chad: Partners have reported significant bureaucratic and administrative impediments when trying to cross through this point.
- The Adre, Chad entry point is considered the most operationally relevant border crossing from Chad into the Darfur states due to its location in relation to target areas.
- Renk/Rabak, South Sudan: partners have reported bureaucratic impediments when trying to use this entry point.
- Argeen, Egypt: Partners have experienced long lead times from this point into the Darfur and Kordofan regions due to security constraints.
- Kurmuk; Yabus; and Galabat/Metema, Ethiopia: partners have experienced complex and lengthy customs processes at these entry points.

Eritrea and Central African Republic are not currently under consideration as transport corridors due to their complex operating environments; and routes from Libya are not being considered due to insecurity.

Sea: The Port Sudan seaport is operational.

Transportation

Crossline road transportation from Port Sudan to central and western areas of the country is challenging due to bureaucratic impediments, insecurity, and damage to infrastructure. While there is sufficient availability of commercial transporters, partners report soaring prices mainly due to the increased security constraints along transport routes and the high cost of fuel. Due to these constraints, partners are working with transporters to assess the feasibility of nontraditional routes. OCHA has led the coordination of crossline convoy planning in line with the agency's civil-military coordination mandate; however in 2024, partners have been limited to move in convoys due to receiving travel permits at different times, and interagency requests not being accepted. Staff movement restrictions and telecommunications network outages have impacted the ability of partners to gather information on road conditions which are anticipated to be heavily impacted by the upcoming rainy season. Partners have reported that transporters have limited capacity to meet cold-chain and temperature-controlled transportation needs.

Storage

There is limited storage capacity (including temperature-controlled storage) in many locations in Sudan, particularly around border regions. Establishing and maintaining warehouses continues to be a challenge for both the Logistics Cluster and partners due to the ongoing conflict: many partners have reported damage and looting of their facilities. The Logistics Cluster suspended storage facilitation services in two locations (Kosti and Wad Madani) for several months, though Kosti has recently reopened.

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Fuel

WFP is currently providing partners with fuel for vehicles and generators in Port Sudan, Kassala, Gedaref, Kosti, and Damazin on a cost-recovery basis. Fuel availability in the Darfur and Kordofan regions is limited. Fuel prices in Chad have increased dramatically in 2024.

Customs

Partners have reported significant bureaucratic impediments to clearing commodities. The [Emergency Telecommunications Cluster \(ETC\)](#) reported lengthy and complex administrative processes for the importation of telecommunications equipment into Sudan, constituting a significant challenge for the operation given the network outages.

Telecommunications Outages

Direct damage to telecommunications infrastructure and a deteriorated national power grid is significantly impacting response efforts. The ETC is providing internet connectivity services in seven locations. Connectivity constraints have affected the availability of cash and fuel, and the ability of partners to gather key logistics information. As access strategies enabling logistics operations are also impacted by the telecommunications outages, as access negotiations rely on the ability to contact key actors along transportation routes.

Objectives and Planned Activities

Based on the current operational constraints and logistics gaps, and in line with the [2024 Humanitarian Response Plan](#), the Sudan Logistics Cluster aims to facilitate coordination and access to information related to logistics capacities, and to facilitate common logistics services as a provider of last resort to enable a timely and uninterrupted supply of life-saving relief items to affected populations in Sudan. This Concept of Operations aims to deliver on the following objectives:

- 1. Coordination and Information Management:** The Logistics Cluster will leverage the logistics knowledge and expertise of responding humanitarian organisations to jointly evaluate the operational situation and enable a coordinated humanitarian logistics response. The cluster will consolidate, analyse, and share relevant logistics information to promote continuity in operations, monitor changing needs for support and continuously identify potential gaps and bottlenecks in operational capabilities of the humanitarian community and address them when possible based on the Logistics Cluster mandate and available funding. Additionally, the Logistics Cluster will continually advocate for increased logistical access for partners' interventions.
- 2. Logistics Capacity Augmentation and Common Services:** The Logistics Cluster will support the humanitarian community by providing equipment, services, and technical expertise to augment the logistics capabilities of the humanitarian community to deliver emergency assistance. The cluster will facilitate the provision of needed common services to address identified gaps, as outlined in the [Standard Operating Procedures \(SOPs\)](#).

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The following services will be made available to the humanitarian community until **February 2025** and may be reviewed as the context evolves. The Logistics Cluster is closely monitoring the situation and continuing to assess partners' capacity and needs in the event of situational changes that could lead to a scale-up in humanitarian interventions.

1. Coordination and Information Management

The following coordination and information management services are provided to help mitigate the duplication of efforts by humanitarian actors, enable the use of available logistics resources and expertise, share logistics data and information, ensure effective engagement with interagency forums, support operational decision-making, and engage in advocacy to address operational challenges.

- **Coordination:** Two coordination cells located in Port Sudan and N'Djamena hold regular coordination meetings to strengthen overall coordination efforts among partners and to discuss common logistics and operational challenges. While all cells support the Sudan operation, the Port Sudan cell focuses on country-level activities, and the N'Djamena cell focuses on Chad-Sudan cross-border activities. The cells coordinate with key interagency forums including CMCoord, the Access Working Group, and Humanitarian Operational Planning meetings, as well as the Logistics Cluster in South Sudan on strategic planning and pipeline information to enhance response actions.
- **Operational Information Sharing:** Relevant information is consolidated, analysed, and shared regarding customs processes, logistics resources, entry points status, road transport routes, shared storage capacities, logistics-related SOPs, and access constraints through multiple communication streams including the [Sudan webpage](#), [Sudan](#) and [Chad](#) LCAs, [LogIE](#), an email mailing list, and two WhatsApp groups. The cluster continuously monitors and analyses supply chains and the situational context including the status of entry points and corridors into Sudan, the availability of logistics service providers, market disruptions, and partners' logistics strategies and planned movements to ensure timely information is available to guide logistics planning and response efforts. The Cluster also shares relevant updates from OCHA's CMCoord and Access teams with partners.
- **Advocacy:** Partners' logistics constraints are collected, analysed, and shared with relevant coordination groups to ensure logistics perspectives are included in broader strategies.

2. Logistics Capacity Augmentation and Common Services

The services facilitated by the Logistics Cluster are not intended to replace the logistics capacities of individual agencies or organisations. They are intended to augment partners' capacities to increase the efficiency of the response, mitigate bottlenecks, and avoid the duplication of efforts. The services are designed to fill identified gaps in the humanitarian supply chain that limit the ability of the humanitarian community to meet the needs of the affected population. Access permitting, the following activities and services may be provided at no cost to the user, or on a partial/full cost-recovery basis, depending on the availability of funds.

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Storage

Sudan

1. The Logistics Cluster is augmenting the storage capacity of humanitarian organisations through provision of mobile storage units (MSUs) to partners and free-to-user storage facilities in Port Sudan (8,000 m²), Gedaref (1,250 m²), Kassala (640 m²) and Kosti (3,000 m²). Storage services in Wad Madani are paused due to the current security situation. The cluster may loan MSUs to augment partners' storage capacity on a case-by-case basis.
2. Temperature-controlled storage is facilitated in Port Sudan (190 m² - <25°C)

Chad

1. The Logistics Cluster is augmenting the storage capacity of humanitarian organisations through temporary provision of MSUs to partners.

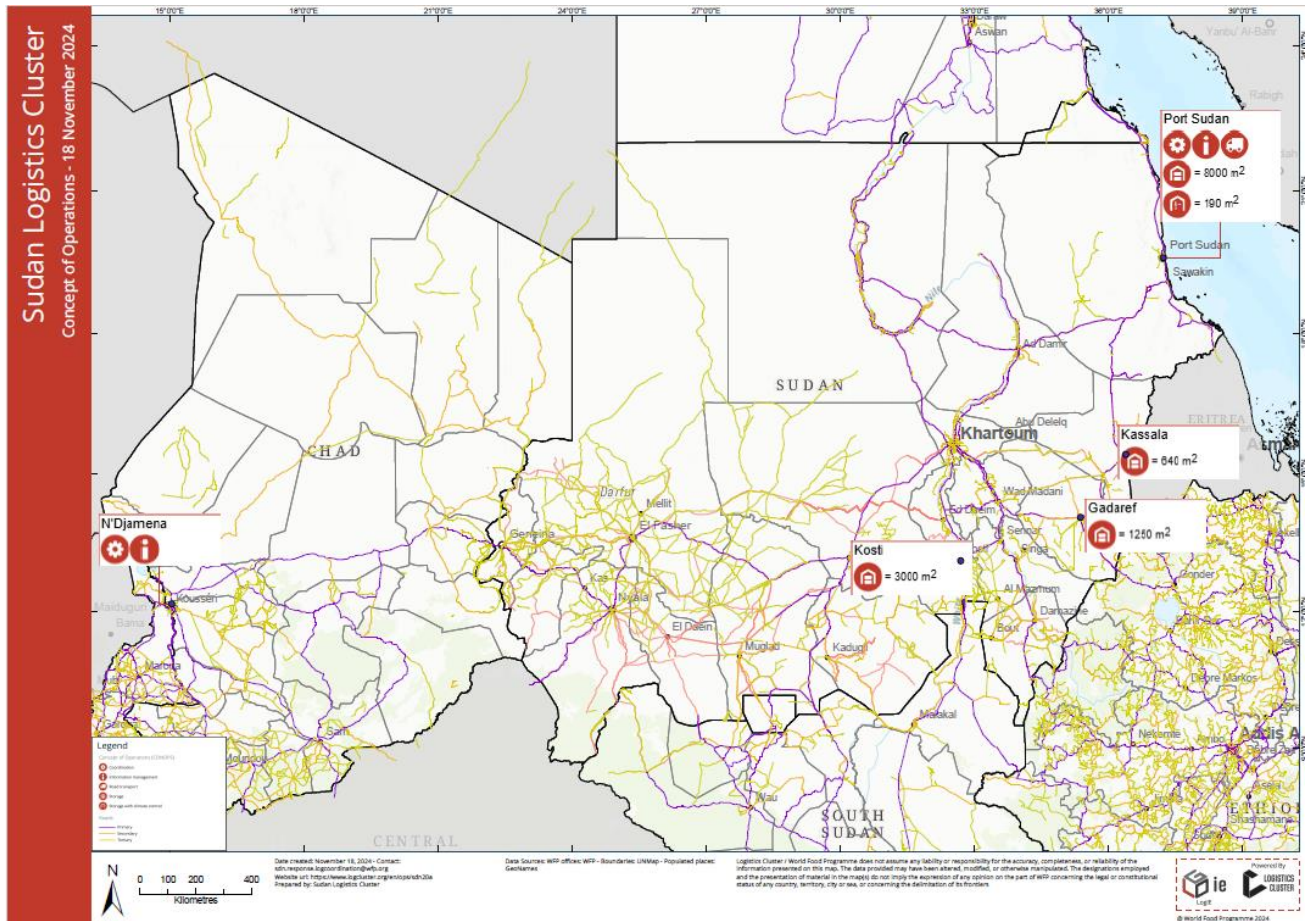
Road Cargo Transport

1. The Logistics Cluster does not intend to offer a permanent road transport service or to set up a service that would replace partners' existing capacities. As a Provider of Last Resort (PoLR), the Logistics Cluster may support cargo road transport to a limited number of locations in Sudan (security and access permitting). Partners' requests will be assessed and accepted on a case-by-case basis as determined by clear criteria in line with the concept of Last Resort.
2. To expand operational reach into hard-to-access areas, the Logistics Cluster will continue to facilitate the coordination of inter-agency crossline supply movements in collaboration with the OCHA civil-military coordination cell. The Logistics Cluster will collect and track partners' transportation plans against actual movements and share key information to improve visibility and advocate for enhanced access to critical locations.

As the situation evolves, including expanded or decreased access through different entry points and the potential for augmented air cargo transportation activities, the Logistics Cluster will continue to collect information on developments in the operating context and practical operational arrangements to best support partners within the clusters' mandate.

As PoLR, WFP through the Logistics Cluster, is responsible only for providing logistics services that fill identified gaps in logistics capacity, where access and funding permit and where these gaps limit the ability of the humanitarian community to meet the needs of the affected population. All customs formalities associated with the importation of relief items into Sudan are the responsibility of the requesting partner.

Annex 1 - ConOps Map



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