

COUNTRY REPORT: SUDAN

INTRODUCTION

1. **RHC Involvement.** Sudan is not an IHO member, but is an observer at NIOHC. There was no representative at either the 6th NIOHC meeting in 2006 or the 7th meeting in March 2007, and a National Report was not available to the Technical Visit Team. Both the Sea Ports Corporation (SPC) and the Hydrographic Department of the Sudan Navy have had routine liaison with the UKHO for charting issues.
2. **Preliminary Liaison.** Captain Hussein Ali Hamad, Director of the Maritime Administration Directorate (MAD), co-ordinated the visit.
3. **Points of Contact.** Amendments to the entry in the IHO Year Book are shown in Appendix 1. The Director of the MAD should be the first point of contact for IHO.

DESCRIPTION OF MARITIME ACTIVITIES

4. **National Maritime Affairs.** A round table meeting with key maritime stakeholders, under the chairmanship of MAD, provided the visit team with a comprehensive overview of the organisation within both government and subordinate agencies for marine matters in Sudan.
5. **Trade and Maritime Traffic.** The main components of sea-borne traffic, and the patterns of activity in national waters, are as follows:
 - a. **Through Routes.** The main deep water route through the Red Sea passes off the Sawakin archipelago, where the Masamarit light marks the outer extremity of the dangers.
 - b. **Trans-shipment.** Port Sudan receives feeder traffic mainly from Jeddah with smaller amounts from Jebel Ali. Additional container handling capacity is planned in the new Green Port area and new Damma Damma container berths. There are future plans for container berths at Sawakin.
 - c. **Bulk Trades.** The new Green Port berths at Port Sudan are specialised for grain and other bulk cargoes. Fertiliser and cement are handled in the main harbour. Sawakin handles mainly Ro-Ro and passenger ferry services, but also livestock, cement and bitumen. Crude oil is exported from the Bashayer Oil Terminal, mainly to the Far East. The Al Khair terminal exports light products from a refinery. LPG is handled at Sawakin.
 - d. **Feeder, Coasting and Local Trade.** There is no coastal traffic, all movement from the two main ports being conducted by lorry or rail. Commercial operations have ceased at Marsa Oseif and Trinkitat. Muhammad Qolo is solely a fishing port. Ferry services to Jeddah operate from Port Sudan and Sawakin.
 - e. **Offshore Supply and Support.** Exploration by Chinese companies in Sudanese waters is expected to commence in July 2007. The Visit Team explained the importance of sound MSI and GMDSS arrangements, the need for prompt charting action once any permanent structures are established, and the desirability of the Sudanese government obtaining any bathymetric data arising from the exploration work.
 - f. **Tourism - Cruise Liners.** Visits by cruises liners are very infrequent. Port Sudan may see one port call in a year.

- g. Tourism - Small Craft. Local companies offer diving on the Sanganeb and Silayet reefs. Some visiting yachts are seen in Port Sudan and Sawakin on transit from the Indian Ocean to the Mediterranean.
- h. Fisheries. There is a small artisanal fishery landing c2,000 tons of fish per year in Port Sudan. Much more fishing is conducted by Yemeni and Egyptian fishing craft, both under licence and illegally. The area between Sawakin and Trinkitat is noted for the valuable sea cucumber fishery.
6. Responsibility for Safety of Navigation. The SPC is responsible for the maintenance of channels, and the removal of wrecks. It has a Lighthouse Division tasked with provision and maintenance of aids to navigation. The SPC faces a particular challenge in dealing with wrecks, many of which are redundant craft which have been deliberately stranded.
7. Defence Force Responsibilities. The Navy is responsible for constabulary patrol of national waters e.g. SAR, and fishery protection. It has bases at Port Sudan, Marsa Oseif, and Trinkitat. The Head of the Hydrographic Department noted that the Navy needed better hydrographic data for the small anchorages of the N coast of Sudan. They much regretted that BA Chart 138 had been withdrawn.
8. Coastal Zone Management and Environmental Protection. There is a Protected Area in Dungunab Bay, and the Sanganeb Reef has been declared a National Park. There is no indication of these areas, or of the regulations pertaining to them, on the published charts. A GLOSS tide gauge has been established in the Naval Base at Port Sudan.

OUTLINE S-55 ANALYSIS

9. Status of surveys within the National Maritime Zone. The Visit Team noted that the paucity of modern surveys in the waters of Sudan has been high-lighted by the IMO and IHO in Special Publication 55. It was clear that the authorities were acutely aware of the situation and its implications for safe navigation, encouragement of trade, and protection of the environment. A number of assessment missions had worked with SPC over the past 4 years, culminating in a study which has provided the basis for a prioritised national survey plan for Sudan, focussing in the first instance on the corridor from deep water into Port Sudan, the Bashayer SPMs, and Sawakin.
10. Collection and Circulation of Nautical Information. Although there was ample evidence of contact between SPC and UKHO, the Visit Team could not detect that there was a formal process for collection and circulation of nautical information. They noted the need for top-level encouragement of inter-departmental liaison, especially with the Ministries of the Environment and Energy (see paragraphs 5.d and 8 above) and with other Ministries and agencies which over-see new coastal developments and the establishment of cables and pipelines and other offshore installations. Such information must be promulgated as soon as work commences, so that shipping can be warned to keep clear. The Visit Team also pointed out that much information within the direct control of SPC had yet to reach the published chart, e.g. navigational marks in Green Port. They also learnt that a second SPM is about to be commissioned at the Bashayer Oil Terminal (19° 23' 6".76 N 37° 19' 49".62 E). They asked for this information to be passed formally by the Sea Ports Corporation to UKHO as soon as possible for charting action.
11. Survey Capability. Assessment of a prioritised national survey plan for Sudan has wisely been predicated on out-sourcing. However, Sudan does possess significant capability to conduct check surveys in harbour berths and dredged channels. Such work has been conducted by the Hydrographic Department of the Navy which owns a small launch, equipped with GPS, echo sounder and a sidescan sonar system, and a portable tide gauge. The Department is taking delivery of a Hypack processing system. The Head of the Department has qualified on a Cat A hydrographic surveying course, and has two other officers qualified at Cat B level. SPC also has a Civil Engineering Department which is equipped with Hypack for dredging check surveys, and it was reported that a Joint Assessment Mission for the World Bank in 2004 had recommended the development of survey capability by SPC.

12. Independent Chart Production Capability. Sudan is content with current arrangements for chart production and publication by UK, which has INT chart production responsibility for the area. The Head of the Hydrographic Department of the Navy is pursuing further ENC training with UKHO. The Visit Team believe that the Department needs to focus at this stage on contributing effort to address the serious shortcomings in more basic hydrographic matters. The Department could make a significant contribution to the work of measuring and reporting the position of new navigational aids in the ports and the many uncharted wrecks, so that charting action can be taken.

PROPOSALS FOR CO-ORDINATION AND CAPABILITY BUILDING

13. National Hydrographic Committee. The Visit Team outlined the role and utility of a National Hydrographic Committee (NHC) and provided generic Terms of Reference. The Team suggested that the core tasks of the NHC should be to review the arrangements for compliance with SOLAS V regulations, and especially the implementation of GMDSS, to review and seek cross-government funding support for the national prioritised survey plan, and to assess new charting requirements. The Team had the opportunity to brief the Minister of Transport, His Excellency Mr Kuol Manyang Juuk, who agreed that the NHC should be chaired by the Director MAD, reporting to him, so that he could give his personal support to the work. The team suggested that, after its special meeting to review and respond to this report, the NHC meet at least annually to update the S-55 data-base and to approve the national report to NIOHC conferences. The Head of the Hydrographic Department of the Navy has represented Sudan at these conferences, and could continue to do so. But, if selected to do so, he must carry a brief approved by the NHC and reflecting the input of all members.

14. Phase 1 Hydrographic Capability: MSI Organisation and GMDSS. The Visit Team stressed that the most urgent task facing Sudan was to establish the vital first phase of hydrographic capability, namely the collection and promulgation of urgent navigational safety information.

a. MSI (Navigational Warnings). Port Sudan has an extremely well-equipped Coast Station which already plays a part in the communication with UKHO. It has VHF and MF coverage of all of the coastal waters of Sudan. It would be an easy matter to implement a system of numbered Coastal Warnings for Sudan, broadcast from this station. Support will be needed from government, advised by the NHC, to ensure that all authorities pass information to a national co-ordinator for assessment and appropriate promulgation.

b. Information on Ports and Harbours. The same National Co-ordinator could take responsibility for providing update information to UKHO. An early action for the NHC is to discuss which authority is best placed to perform this role. Either the Hydrographic Department of the Navy or SPC could do so. The sphere of responsibility of SPC, and its current liaison with UKHO, suggest that it may be better placed and resourced for the work.

c. GMDSS Status. There is a GMDSS fit in the Port Sudan Coast Station. However, funding cannot at present be found for a NAVTEX component. The Visit Team explained how Sudan could be linked into the WWNWS by declaring a SafetyNET Coastal Warning Area. The Visit Team could help to establish a direct link to the NAVAREA IX co-ordinator in Pakistan, as soon as Sudan nominated a national co-ordinator.

15. Phase 2 Hydrographic Capability: Survey. The Visit Team considered that there was room for the NHC to review the ambitions and the respective tasking of the survey teams of the Navy and SPC, both of which have clearly been championed at different times by different visiting missions. A combined national survey team might be the best solution to maximise skills, equipment, and opportunities for field experience. The IHO Capacity Building Fund would certainly look more favourably on requests for training and other assistance for a team which was demonstrably active, productive and cost effective.

16. Inland Waterways. During the call by the Visit Team, the Minister of Transport asked which organisation could provide advice to Sudan on inland waterways. The rejuvenation and expansion of

commercial traffic on the White Nile presents significant challenges in regulation and in navigation, including the requirement for specialist hydrographic survey. Mr Muindi indicated that IMO was ready to provide such advice, calling on the IHO for appropriate input.

PROPOSALS FOR ASSISTANCE

17. **Training.** The top priority for Sudan is to identify the person or persons to take up the places which have been reserved on Phase 1 training seminars during 2007-08. The Visit Team fully endorse the view of the Director MAD that the chosen student must be the post-holder who is performing, or will perform, the co-ordination work for Sudan.

18. **Equipment.** No advice was sought on equipment procurement options, and the Visit Team saw no immediate requirement for such procurement. They stressed that the NIOHC is an excellent arena in which to share experience and obtain advice from other regional states.

19. **Funding.** The Visit Team explained the importance of obtaining NIOHC support for any bids to the IHOCBC for funding of training and other requirements.

FOLLOW UP ACTIONS

20. **Encouragement of Formation of a NHC, Development of a National Hydrographic Strategy, and IHO and RHC Membership.**

a. A full meeting of maritime stakeholders in Sudan should be convened as a NHC to review this report, to decide the means of conducting a regular review of the status of SOLAS V arrangements, and to advise the Minister of Transport. The NIOHC Chairman should establish routine liaison with the Chairman of the NHC. ACTION: **Director MAD; IHB; NIOHC Chairman.**

b. Sudan should make every effort to participate in future NIOHC meetings, and should sign the statutes as an Associate Member, pending full IHO membership. Commander Sokrab believed that action to join the IHO had been initiated in 2004-05. However, there is no record of an application having reached the Monaco government. The visit team drew attention to the guidance in M-2, and strongly recommended that Sudan should renew its application process. ACTION: **Sudan.**

21. **Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.**

a. MAD should confirm the identity of the national co-ordinator, and his role should be promulgated as quickly as possible, requiring all authorities to pass information related to safety of navigation and chart update. The Visit Team should confirm that correct contact details for the co-ordinator are held by UKHO. ACTION: **Director MAD; Visit Team.**

b. Once the co-ordinating authority for MSI information has been confirmed and a post-holder identified, the Visit Team will make contact with the NAVAREA IX Co-ordinator and facilitate the access of Sudan to regional SafetyNET arrangements. ACTION: **MAD; Visit Team; NAVAREA IX Co-ordinator.**

22. **Encouragement of Development of Hydrographic Capability.**

a. Sudan should take up the reserved place on the Phase 1 Technical workshop to be held in Jeddah in Nov 07. Full details will be supplied to the Director MAD by the IHO. ACTION: **MAD; IHB; NIOHC Chairman.**

b. The Sudan MSI national co-ordinator should attend the training course to be held in Goa in 2008, details of which will be supplied by IHB and Chairman NIOHC. ACTION: **IHB; NIOHC Chairman.**

c. Sudan should approach IMO or IHO as appropriate for further advice on technical matters, including inland navigation. The Chairman NIOHC and the IHB are available as points of contact in IHO, and the annual report from Sudan to the NIOHC represents a good medium through which to express requirements for assistance. ACTION: **Sudan.**

AMENDMENT TO ENTRY FOR SUDAN (REPUBLIC OF) IN THE IHO YEAR-BOOK

SUDAN (REPUBLIC OF THE)

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The Maritime Administration Directorate is responsible for all SOLAS matters in Sudan.

Sudan Seaports Corporation
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Department to which responsible: Ministry of Transport

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The Sudan Seaports Corporation is responsible for the provision and maintenance of navigational aids, and the maintenance of channels. It passes information to the UKHO for charting purposes.

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The Hydrographic Department of the Navy is tasked to conduct survey work, and to liaise with the Survey Corporation in Khartoum. The Department conducts post-dredging check surveys for the Seaports Corporation.