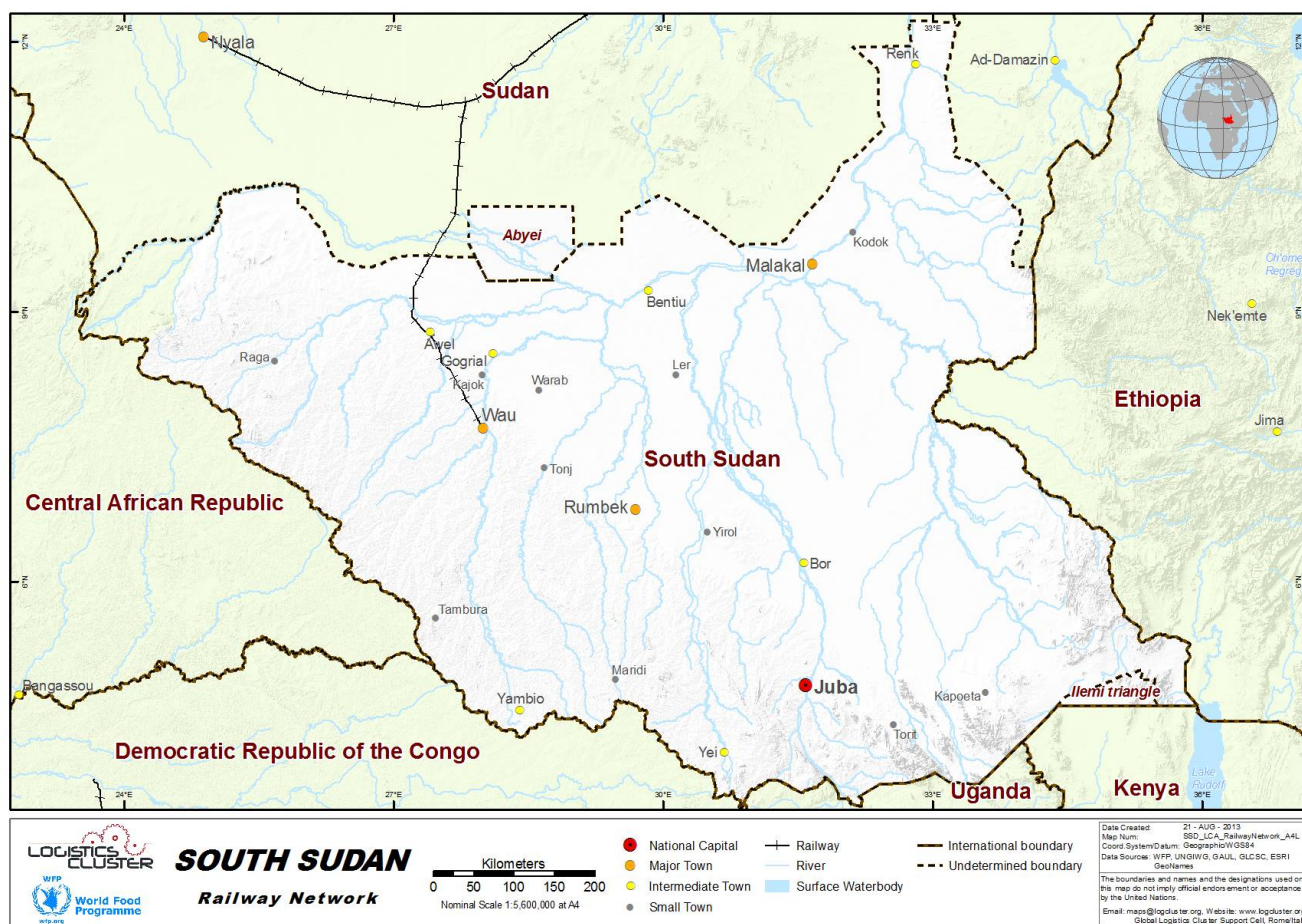


2.4 South Sudan Railway Assessment

- [Railway Companies and Consortia](#)
 - [Capacity Table](#)
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South Sudan does not have an extensive rail system and current rail infrastructure, which was constructed between 1959-1962, and what has been left over from the previous Sudan government is in a serious state of disrepair. In 2010, the track was rehabilitated through the MDTF's US\$48.5 million National Emergency Transport Project (NETREP) with the aim of revitalizing the sector and increasing cargo and passenger transport capacity into the area, however current rail operations have been suspended due to border closures, unserviceable equipment, a lack of capacity, and non-operational rolling stock.

The single, 1067 mm (3'6") gauge, 446km rail connection linking Babanusa in North-Sudan to Wau in South Sudan forms part of a rail transport corridor that extends up to Port Sudan and which forms an important transportation link into South Sudan's Northern and Western Bar El Ghazal states with a 248km link from the border to the major towns of Aweil and Wau. Regionally, however, there has been a shift towards road transport due to the relatively high rail tariff costs, unreliable service and unavailability of adequate assets and general poor management.

When reopened, and rail capacity fully realized, the railway line could serve as a key part of the domestic transport system, and even though the government has indicated the desire to revitalize and extend the network, the current emphasis is on the expansion of the road network and any transport costs will, for the foreseeable future, be constrained by road competition.

Railway Companies and Consortia

No railway companies or consortia are currently operating in South Sudan. Historically, railway companies were owned and operated from Sudan through the Sudan Railways Corporation and when the line is reopened the SRC is the most likely company to continue services along this route.

For information on South Sudan Railway network contact details, please see the following link:

[4.2.1 South Sudan Government Contact List](#)

[4.9 South Sudan Railway Companies Contact List](#)

Capacity Table

Rail Operator Capacity	
	Sudan Railway Corporation
Operates on (lines)	All (4578km)
Max train length and/or pulling capacity	n/a
Locomotives (electric/diesel/steam)	Diesel (130 Mainline, 54 Shunting)
Freight Wagons (covered) / size	4781 (mixed)
Freight Wagons (flat bed) / size	n/a
Freight Wagons (high-sided)/size	n/a
Freight Wagons (drop-side)/size	n/a

Key Route Information

Standard Route Information			
	Babanusa – Rumaker (South Sudan Border)	Rumaker – Aweil	Aweil - Wau
Track gauge	Single gauge, 1067 mm (3'6")	Single gauge, 1067 mm (3'6")	Single gauge, 1067 mm (3'6")
Ruling gradient	n/a	n/a	n/a
Total track distance (single and/or double)	Single track: 195,5km	Single track: 113,7km	Single track: 136,3km
Type of rail (weight and if welded or not)	50 lb/yard	50 lb/yard	50 lb/yard
Total track travel time	n/a	n/a	n/a
Maintenance (Good, marginal, bad)	Marginal	Bad	Bad
Companies-consortiums operating on line	Sudan Railway Corporation	None	None
Traffic frequency (monthly/weekly/daily)	n/a	None	None
Security (Good, marginal, bad)	Marginal	Bad	Bad
Main stations (Add details below)	See below	See below	See below

Key Stations

Key Station Information		
	Aweil Station	Wau Station
Location	8°45'42.29"N 27°23'37.23"E	7°43'5.81"N 27°58'55.68"E
Contact Information	Contact ministry in Juba	Contact ministry in Juba
Connections with other transport means (road/waterways/air)	Road only	Road and Air
Storage Capacity (square meters and cubic meters)	None	None

Handling Equipment	None	None
Handling Capacity: MT / Hour TEU / Hour	n/a	n/a
Other Comments	Station is currently not operational	Station is currently not operational