
LOCATION	Juba, online
DATE	2 June 2021
CHAIR	Logistics Cluster
PARTICIPANTS	Agency for Community Development AID (ACDA), Catholic Relief Services (CRS), Danish Refugee Council (DRC), International Organization for Migration (IOM), Jesuit Refugee Service (JRS), Mercy Corps International (MCI), Save the Children International (SCI), Tearfund, United Nations Children's Fund (UNICEF), War Child Holland (WCH)
ACTION POINTS	<ul style="list-style-type: none">• Partners and pipeline managers to take note of locations served by river going forward and make the required adjustments in their operational planning.• Organisations to submit their river transport requests a minimum of two months in advance and adhere to the deadlines in published schedules.• Logistics Cluster to review challenges raised by partners to identify and implement feasible changes.
AGENDA	<ol style="list-style-type: none">1. Logistics Cluster River Transport Achievements & Key Information2. 2021 Expansion Plans3. Partner Presentation: Danish Refugee Council (DRC)4. River Transport Challenges5. AOB/Discussion

1. Logistics Cluster River Transport Achievements & Key Information

2020 & 2021 Achievements

- In 2020, the Logistics Cluster facilitated 11 barge movements (one more than 2019) and 16 boat convoys (nine more than 2019), reaching 25 locations (three more than 2019).
- A total of 2426 mt of humanitarian cargo was delivered in 2020, which is an 80% increase compared to 2019.
- So far in 2021, the Logistics Cluster has facilitated four barge movements and seven boat convoys, moving 1131 mt between January and April of this year.

Malakal Hub Update

- In line with the [River Movement Strategy](#) to expand river operations, the Logistics Cluster has deployed three staff members to Malakal to manage the Logistics Cluster hub. The hub was previously managed by IOM.

- Partners should contact the Logistics Cluster team to request services going forward. It is advised to always keep southsudan.clustercargo@wfp.org in copy of communications, rather than sending email to individual contacts, to ensure a timely reply in case of absences.
- The process for requesting services remains the same as before.

Field Missions for River Expansion

- Since January 2021, the Logistics Cluster has conducted four field missions in Akobo, Ganyiel, Nyal and Rubkona. Port and riverside assessments took place in Taiyar Port, Manga Port, Nyal and Akobo town to assess the possibility to shift cargo transportation from air to river modality.
- Meetings with partners were held to identify the gaps, challenges and opportunities that a transport modality shift could bring.
- A total of 1500 mt was transported to Rubkona, Akobo Town, Ganyiel and Nyal by air since January 2020. Shifting to river transportation will lead to considerable savings and reduced pressure on air operations to allow other locations and emergencies to be served in a timely manner.

River Transport Key Information

- The Logistics Cluster reminded participants that cargo will not be flown to any location reachable by river. Exceptions are made on a case-by-case basis, and the Logistics Cluster will remain flexible in case of emergency.
- Organisations need to adjust their supply planning to river transportation lead times and submit requests approximately two months in advance.
- The Logistics Cluster has Mobile Storage Units (MSUs) for loan if there is a lack of storage capacity to pre-position cargo in any location along the river. A lack of storage space should not be a reason to not use river transport and send small quantities by air cargo. The common storage space currently available is displayed on the [Concept of Operations map](#).
- When needed, the Logistics Cluster can coordinate with the World Food Programme (WFP) to facilitate access to their contracted boats and barges to co-load cargo with food.
- All river transport movements are free of charge to organisations.
- A summary of the key information as well as the division of responsibilities for river operations can be found in the [River Movement Strategy](#) document.

2. 2021 Expansion Plans

New River Routes

- Following field missions, the Logistics Cluster already added several new routes to the [River Movement Schedule](#) in 2021. These include:
 - Bor – Manga Port (Adok, Kilo 29, Leer, Rubkona and Bentiu);
 - Bor – Ganyiel (via Taiyar port);
 - Malakal – Old Fangak (previously served from Bor).

- The following locations are currently being set up as river destinations and will be added to the schedule soon:
 - Bor – Nyal;
 - Bor – Mabior;
 - Malakal – Akobo (extension of Sobat River route).
- Updated documents will be shared with the mailing list and published on the [website](#).

Implications for partners

- Partners and pipeline managers are expected to make the adjustments required to accommodate for river transport. The Logistics Cluster will allow for a transition period in which the cluster remains flexible and considers flying in case of urgent needs.
 - Organisations are expected to adjust their supply chain planning and change their stock management timeframes to take into account the longer timeframes of river transport. This includes resupplying larger quantities of stock at once to prevent shortages in the period until the next river movement.
 - Pipeline managers will have to adjust their pipeline stocks in order to have stocks available in the right locations to be released for cargo transport.

Benefits of River Expansion

- Expanding the river routes brings several benefits to the humanitarian community:
 - Higher volumes/tonnage of cargo can be transported at once, making it more suitable for prepositioning of stocks than air transport.
 - The river routes enable year-round access to locations which would otherwise be cut off during rainy season.
 - Reducing the pressure on air transportation means the limited Logistics Cluster air assets can be used for timely support to other locations/emergencies.
 - Pre-positioning via river enhances preparedness in case of emergency response, as stocks are readily available in locations, reducing lead times.

3. Partner Presentation: Danish Refugee Council (DRC)

- Alfred Kashweka, Supply Chain Coordinator at DRC, provided a review of the organisation's experience with Logistics Cluster river transport in 2020-2021.
- The Logistics Cluster supported many of DRC's projects last year with river cargo movements, which enabled them to execute these projects despite the limited budget for transport.
- The feedback received from the DRC field teams related to the following experiences:
 - Information flow not always optimal, with a gap in information on current location of the barge.
 - Cargo offloaded in the wrong location, causing delays to reach the final destination.
 - Damaged timber due to the handling during offloading.
- DRC made the following recommendations for Logistics Cluster river transport operations:

- Constant communication on barge movement to recipient organisation staff, in a similar way as is done with road convoys;
- Advise on projected ETA so that the recipient organisation can prepare to receive the cargo;
- The need for enhanced/more visible labelling to avoid accidental offloading before final destination is reached;
- More careful handling of fragile cargo.

4. River Transport Challenges

Partner Challenges

- Various partner organisations shared the challenges they experienced when using Logistics Cluster river transport:
 - The cargo is not always enough to meet the boat capacity for new/smaller locations, which means requests can be delayed or locations are not served. It could help if minimum capacity to serve a location would be shared with partners.
 - Fluctuating offloading costs in some locations.
 - Limited storage options at offloading locations. Setting up an MSU is not always possible due to lack of partner presence at ports.
 - Fragile cargo to be handled and packed more carefully during transit (through e.g. tarpaulins) to minimise breakage and ensure safety of cargo.
 - Waybills signed by the receiving organisation to be shared back to the sending organisation as a proof of delivery.
- Partners asked for Logistics Cluster support to provide Common Transport Service (CTS) trucks to deliver cargo from Manga Port to Bentiu. The Logistics Cluster will review with IOM the capacity of the CTS trucks to determine if it can support with river deliveries.
- The Logistics Cluster will also consider storage options at ports where partner management of MSUs is not feasible.

Logistics Cluster Challenges

- The Logistics Cluster elaborated on the challenges encountered in facilitating river transport:
 - Issues pertaining to cargo losses are difficult to trace due to limited physical verification done by partners. The Logistics Cluster reminded partners to never sign a waybill that does not reflect the cargo.
 - Delivery delays are observed due to convoy leaders not always being readily available; the minimum requirement of two boats for a boat convoy; the need to consolidate sufficient cargo; barge and boat availability; access and security related issues; no organisational presence when a barge arrives, causing delays down the route; and delays in offloading due to port congestion and truck availability.

- The various factors for delay lead to a high level of unpredictability in terms of timeframe. Partners are encouraged to plan early and submit requests approximately two months in advance.
- The Logistics Cluster reminded partners to consult the available schedules on the website and adhere to the indicated deadlines.
- Regularly encountered documentation issues include inaccurate Service Request Forms (SRFs), no response to SRF amendment requests, and the cargo delivered to the warehouse not matching with SRFs.
- Partners often do not share timely feedback regarding incidents, cargo losses, cargo reception etc, making it difficult for the Logistics Cluster to address these issues.
- The Logistics Cluster reminded organisations that correct labelling is the responsibility of the sending organisation. Cargo should be labelled and packaged properly when delivered at the Logistics Cluster warehouse.

3. AOB/Discussion

- Partners inquired about the possibility to serve Taiyar port. One partner shared their experiences with using Taiyar port, which they use to tranship items destined for Ganyiel and Nyal. They raised the issue that the docking site is very small, and it can become difficult to offload larger consignments in Taiyar. The site tends to get flooded in rainy season as well. The partner also faced challenges in terms of hiring casual workers, with often changing costs and charges.

The next Coordination Meeting is scheduled for Wednesday 16 June at 11:00 and will be held online.

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