
LOCATION	Malakal, Humanitarian Hub Conference Room
DATE	28 October 2021
CHAIR	Logistics Cluster
PARTICIPANTS	Danish Refugee Council (DRC), Humanitarian Development Consortium (HDC), Health Link South Sudan (HLSS), INTERSOS, International Medical Corps (IMC), International Organization for Migration (IOM), Médecins Sans Frontières (MSF), Mentor Initiative, Plan International, Rural Community Action for Peace and Development (RUCAPD), Smile Again Africa Development Organization (SAADO), United Nations High Commissioner for Refugees (UNCHR), United Nations International Children's Emergency Fund (UNICEF), Upper Nile Youth Development Association (UNYDA), World Vision (WVI)
ACTION POINTS	<ul style="list-style-type: none">• Partners to address the issue of porters demanding high fees with OCHA and the leaders of the porters.• OCHA to talk to UNMISS concerning accessibility of porters and causal labourers to the logistics base.• Organisations to submit requests for Common Transport Service (CTS) trucks at least two days in advance.
AGENDA	<ol style="list-style-type: none">1. Logistics Efficiencies and Pre-Positioning Strategy 2020 and beyond2. Logistics Cluster Operational Updates3. Organisations' Feedback and Discussion4. AOB

1. Logistics Efficiencies and Pre-Positioning Strategy 2020 and Beyond

River Operations (Expansion plans)

- The procedures for requesting cargo movement by river were explained to partners; all requests should be sent by email to southsudan.clustercargo@wfp.org with the [Service Request Form \(SRF\)](#) attached in Excel format.
- Most river movements take long to plan, so partners should plan and submit their SRFs ahead of time.
- The expansion of the Logistics Cluster river transport network in 2021 to achieve logistics efficiencies was presented to partners. River transport is more cost-efficient and higher volumes/tonnage of cargo can be moved by river compared to air. It also enables year-round transportation (seasonality), and it reduces pressure on air transport to support emergencies and locations not reachable by road or river. Pre-positioning via river reduces lead time in case of any emergency response.
- In early 2021, the Logistics Cluster conducted four field missions and met with partners in Rubkona, Akobo and Panyijar counties to assess port/riverside in Taiyar port, Nyal, Manga Port and Akobo town to explore the possibility to shift from air to river transport. Together with partners, potential gaps or challenges that the transport modality shift could bring were identified.

- Below are the new river routes presented to partners during the coordination meeting:
 - Bor - Manga Port (Adok, Kilo 29, Leer, Rubkona and Bentiu);
 - Bor – Ganyiel & Nyal (via Taiyar port);
 - Malakal - Old Fangak (previously served from Bor);
 - Bor & Malakal – Juaibor;
 - Malakal - Akobo (extension of Sobat River);
 - Bor & Malakal – Canal corridor.
- All upcoming river movements can be found here: <https://logcluster.org/document/south-sudan-river-movement-schedule-september-november-2021>.
- Partners are requested to plan their stock replenishments via river and pipeline managers should adjust their pipeline stocks and release orders to avail cargo in the correct departure location, e.g cargo to Akobo to be available in Malakal instead of Juba/Bor.
- Challenges associated with river movements were discussed with partners. These include:
 - Last minute withdrawal of registered SRFs;
 - Last minute requests for immediate support;
 - Port inaccessibility;
 - Organisations not releasing trucks which are allocated for river operations the next day;
 - Organisations not offloading fast enough in their warehouses leading to delays in turnaround of trucks back to the riverside.

2. Logistics Cluster Operational Updates

Air Operations

- The Logistics Cluster does not support Malakal by air due to logistics and cost efficiencies, as river transport can be used and commercial air transport options are available.
- The Logistics Cluster has two Mi8 Helicopters available in Bor, of which one is an additional helicopter deployed until January. In Juba, one fixed wing aircraft and one ad hoc fixed wing Hawker is available. Locations from Rumbek are served with the Bor-based helicopter on an ad hoc basis.
- The Logistics Cluster will not fly cargo to any locations reachable by river however, in case of emergency, the cluster will remain flexible and may use air transport on an exceptional basis.

Prioritisation of locations/cargo

The list of Inter-Cluster Coordination Group (ICCG) priority locations is as follows:

- Reachable by air:
 - Jonglei – Duk
 - Jonglei – Twic East
 - Jonglei – Ayod – Ayod Town [rest of Ayod served by river]
 - Jonglei – Pibor
 - Upper Nile – Maiwut
- Reachable by river:

- Jonglei – Akobo
- Jonglei – Ayod
- Jonglei – Fangak
- Jonglei – Canal/Pigi
- Unity – Panyijar
- Reachable by road:
 - NBeG – Aweil South
 - Warrap – Tonj East
 - Warrap – Tonj North
 - Warrap – Tonj South
 - Western Equatoria – Ezo, Tambura, Yambio, Nagero, Nzara
 - Central Equatoria – Juba
 - Lakes – Yirol West
 - Unity - Rubkona
- Priority locations are identified by the ICCG at national (Juba) level and therefore, Malakal ICCG is to forward their priority list to ICCG Juba through the respective clusters for consideration.
- Other cargo that are considered priorities are COVID-19 supplies and medical response supplies.

Road Operations

- The Logistics Cluster, using the International Organization for Migration (IOM) Common Transport Service (CTS) trucks, facilitates short- to medium-distance road transport for the humanitarian community.
- In Malakal, 3 Hino trucks and 1 self-loader are available. To request a CTS truck, organisations should send an email to southsudan.clustercargo@wfp.org attaching an SRF in Excel format, indicate the requested date of transport and submit it at least 2 working days in advance for planning and coordination.
- Locations accessible by road using CTS include within Malakal township, Baliet, Adong, and Akoka. It was raised that Renk and Melut are also accessible by road.
- Challenges identified in the use of CTS trucks by partners include;
 - Organisations not raising waybills;
 - Delays and inconveniences in offloading trucks;
 - Trucks returning to the hub with cargo and no communication with the Logistics Cluster tasking team;
 - Last minute requests.

Common Storage

- In Malakal, 14 Mobile Storage Units (MSUs) were installed. 1 MSU is managed by IOM for sole use and 3 others are managed by WFP Logistics for sole use. 10 MSUs are available for common storage, with 8 MSUs full of cargo and 2 empty MSUs.
- The Logistics Cluster has new smaller-sized 'Baby MSUs' (6x8m) available for nutrition support and other small storage needs in deep field locations.

- An MSU for sole use can be requested by sending an email to southsudan.clustercargo@wfp.org explaining the need.
- The procedure for requesting storage at the common storage facility is to send an email to southsudan.clustercargo@wfp.org indicating tentative delivery date.
- The procedure for requesting release of cargo stored at common storage facility is to send a release note to southsudan.clustercargo@wfp.org indicating the date of release.
- Challenges faced in the use of common storage:
 - Partners not filling the Release Order (RO) correctly and sometimes interchanging the RO for the SRF;
 - Last minute cargo storage requests;
 - Lack of porters at partner's warehouse.

3. Organisations' Feedback and Discussion

- Some partners enquired why cargo was kept in the common storage for a long time. It was resolved that such cargo was pre-positioned for emergency responses.
- The issue of docking for barges/boats now that the Humanitarian Port is not accessible was raised. The Logistics Cluster is looking into this as a matter of priority.
- The Logistics Cluster raised a challenge of delays in loading/offloading at partners' warehouses due to lack of loaders. The organisations explained the challenges of getting the loaders cleared by UNMISS security and non-uniformity of handling rates amongst the organisations in the humanitarian hub. UNHCR and DRC representatives were tasked to discuss with UNOCHA how this can be solved. UNHCR will also address the current challenge of setting high rates with the leaders of the porters.

The next Logistics Cluster coordination meeting is to be confirmed.

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