Meeting Minutes, 8 March 2022
Juba, South Sudan

LOCATION            Juba, online
DATE                8 March 2022
CHAIR               Logistics Cluster
PARTICIPANTS        Action Against Hunger (ACF), ALIGHT, Assistance Mission for Africa (AMA), BRAC, Catholic Relief Services (CRS), Danish Refugee Council (DRC), DT Global, GOAL, Humanitarian Development Consortium (HDC), Jesuit Refugee Service (JRS), Kejimoret Ambassadors for Peace and Development Organization (KAPDO), Mercy Corps, Nile Care Advocacy for Peace and Development (NILECAPD), OXFAM, Polish Humanitarian Action (PAH), Relief International, Solidarites International, Sudan Evangelical Alliance Partners (SEA Partners), Tearfund, UNICEF

ACTION POINTS       • Organisations interested in Bilateral Service Provision (BSP) for river transport to sign a Service Level Agreement (SLA) with WFP.
                     • Organisations to make use of the dry season to preposition cargo by road.
                     • Logistics Cluster to follow up on taxation issues in Upper Nile.

AGENDA              1. Logistics Cluster Funding Status Update
                     2. River Operations Update
                     3. Air Operations Update
                     4. Dry Season Prepositioning
                     5. Launch of the Women in Logistics Network
                     6. AOB/Discussion

1. Logistics Cluster Funding Status Update

• Due to a recent notification of a projected large-scale reduction in funding for 2022, the Logistics Cluster has revised its annual budget from USD 24 million to USD 17 million. Because of this heavily reduced budget, the free-to-user services facilitated by the Logistics Cluster will have to be reduced from April 2022.
• Thanks to advocacy efforts and a funding appeal sent out to all donors, a sufficient level of funding is expected to come in to secure air operations at the same level as in 2021. However, river transport remains unfunded within the current reduced budget.
• On top of the expected funding and the forecasted traditional donor funding for 2022, a further USD 5 million would be required to cover free-to-user river transport.

https://logcluster.org/ops/ssid11a
2. River Operations Update

- Going forward, river transport services are no longer offered on a free-to-user basis. Partners can however request for river services on a full cost recovery basis through WFP’s Bilateral Service Provision (BSP). All charges will be paid for by the organizations making use of the services.
- A bilateral service provision is initiated with a Service Level Agreement (SLA) which needs to be signed by the agency and WFP. After this, a pro forma invoice will be issued for each request. An SLA needs to be signed before a pro forma invoice can be issued.
- The Logistics Cluster will continue to offer the same support and coordination for the services. Bor and Malakal remain the hubs for river operations.
- Exceptions to the charges will be considered on a case-by-case basis for NGOs and only if the Logistics Cluster budget allows.
- The Logistics Cluster team will discuss whether a regular departure schedule will be issued. Partners will be kept up to date through the mailing list and the webpage. Standard Operating Procedures (SOPs) for BSP will be shared through these channels as well.

3. Air Operations Update

- The Inter-Cluster Coordination Group (ICCG) Priority Locations are as follows:
  - Reachable by air:
    - Jonglei – Duk
    - Jonglei – Ayod
    - Jonglei – Pibor
    - Upper Nile – Maiwut
    - Unity – Mayendit
    - Unity – Leer
    - Unity – Rubkona
  - Reachable by road:
    - Northern Bahr el Ghazal – Aweil South
    - Lakes – Cuijebet
    - Lakes – Rumbek North
    - Warrap – Tonj East/North/South
    - Western Equatoria – Ezo, Tambura, Yambio, Nagero, Nzara
    - Central Equatoria – Kajo Keji
  - Reachable by river:
    - Jonglei – Ayod
    - Jonglei – Fangak
    - Jonglei – Canal/Pigi
    - Unity - Panyijar
The Logistics Cluster is currently operating with one fixed wing aircraft to support destinations from Juba, and one helicopter to reach destinations not accessible by fixed wing from Bor. This helicopter can also be used to provide ad hoc support from Rumbek. The Logistics Cluster will advise where to preposition cargo upon submission of the Service Request Form (SRF).

Locations that can be served by fixed wing will not be served by helicopter.

Air operations are reserved for locations not reachable by road or river, rapid missions or urgent life-saving priorities.

The Logistics Cluster does not prioritise locations/needs, but follows ICCG prioritisation. Partners can request for locations to be considered as a priority through their respective clusters.

Non-ICCG locations that are not reachable by other means will only be served by air once ICCG priorities have been served.

Organisations can support the effective use of the limited resources by submitting requests for air transport for only the most essential and immediately required cargo.

### 4. Dry Season Prepositioning

The Logistics Cluster shared the latest physical access constraint updates as displayed on the [Physical Access Constraints Map](https://logcluster.org/ops/ssp11a).

The Western Corridor Convoy is currently able to go all the way to Abyei.

Almost all roads in Central Equatoria are accessible for 40 mt trucks.

Road convoys have been going from Bor up to Lankien, with various accessibility of locations, some of which requiring specialised trucks.

The latest road convoy schedule can be found [here](https://logcluster.org/ops/ssp11a). Ad hoc convoys can be organised for six trucks or more.

Partners were reminded that other small locations along the convoy routes are reachable as well. Organisations are invited to get in touch with the Logistics Cluster for any road transport needs.

In order to participate in a convoy, the organisation needs to fill in a Convoy Request Form for any requests to join and obtain RRC clearance.

Organisations are to hire the trucks and drivers, and make sure that drivers respect all convoy guidelines. Partners should also ensure proper visibility of their organisation’s name/logo on the truck.

The Logistics Cluster can provide blanket Joint Verification & Monitoring Mechanism (JBVMM) clearance.

Partners were reminded that air transport cannot be used to move large amounts of cargo during the rainy season to locations that were accessible by road for prepositioning.

Bentiu might become accessible by road in April. The Logistics Cluster will keep partners informed of any updates.
5. Launch of the Women in Logistics Network

- Logistics is traditionally being perceived as a male job in South Sudan, and the logistics sector can be challenging for women. Women from various organisations have joined together to form the Women in Logistics Network (WiLN) to empower women in logistics in South Sudan, addressing gender imbalance to enable the logistics industry to benefit from female talent.
- The mission of this platform is to increase the capacity of women in logistics through amplifying their voices and enabling them to connect, learn and grow professionally.
- The various goals of the WiLN include to change perceptions and inspire women and girls to pursue a career in logistics and supply chain, to amplify the voices of women in logistics, provide mentorship opportunities, and to develop a more inclusive operational environment.
- Opportunities for networking and learning will be created and bi-monthly meetings will be organised. Interested women and men are invited to contact Ms. Zura Mustafa (zura.mustafa@wfp.org) or Ms. Rose Poni (rose.poni@tearfund.org).

6. AOB/Discussion

- Commercial river transport companies in Upper Nile have been facing increased taxation issues by authorities that impact humanitarian logistics. This is being looked into by WFP Logistics.
- Partners were urged to remind their donors to include funding for logistics when projects are being funded.

The next coordination meeting will take place online on Tuesday 5 April 2022 at 14:00.

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