1. Introduction to Logistics Cluster Operations

- The Logistics Cluster is a partnership and coordination mechanism established by the Inter-Agency Standing Committee (IASC) as one of the eleven sectorial coordination bodies key to efficient and effective emergency response. The Logistics Cluster provides operational coordination support to different actors and networks in the field of humanitarian logistics, and collects, analyses and disseminates logistics information to assist field operations.
- Given its expertise in humanitarian logistics as well as its capacity at field level, WFP was selected by IASC as the lead agency of the Logistics Cluster.
- The three areas of activity of the Logistics Cluster in South Sudan include:
  - Provision of coordination support in and between the six Logistics Cluster hubs (Juba, Bor, Bentiu, Wau, Malakal, Rumbek), between partners at coordination meetings, and active participation from the Logistics Cluster in coordination fora at national and sub-national level. Coordination meetings provide a platform for operational updates, understanding logistics gaps and needs, inter-agency coordination and informing partners on updated standard operating practices.
  - Provision of Information Management (IM) support which includes the maintenance of a South Sudan Logistics Cluster operations website, provision of dedicated Geographic Information Systems (GIS) services for humanitarian mapping purposes, and the creation and sharing of IM products (weekly transportation schedules, list of transporters available, etc).
  - Facilitation of humanitarian logistics services, including cargo transportation via air and road, and provision of common storage services as facilitated by WFP.
• Knowledge of the Logistics Cluster’s mandate leads to improved working relationships and efficiencies among humanitarian actors. Further information on the mandate, goals and overall strategy of the Logistics Cluster can be found in the Logistics Cluster Strategy 2022-2026.

• The Logistics Cluster at country level acts as temporary coordination mechanism during emergency response and therefore does not have members as such. All registered humanitarian organisations are invited to participate and request logistics services support.

2. Available Logistics Services

• Coordination of road transport: the Logistics Cluster coordinates inter-agency road convoys (for cargo only) when roads are physically accessible and security risks can be largely mitigated through the use of well-established access negotiation by WFP. The Logistics Cluster provides coordination and IM support to convoy departures from Juba and Bor which reach different locations within South Sudan. Convoys are composed of trucks hired by partners and coordinated by the Logistics Cluster. Coordination is done in conjunction with the WFP Access and Security teams. Convoys are organised on a regular basis and schedules can be found on the South Sudan Operations website under “Transport Planning”. For further information partners are requested to consult the Humanitarian Road Convoy Guidelines.

• The Logistics Cluster in South Sudan facilitates access to additional logistics services to meet humanitarian partners’ needs. These logistics services are currently delivered under two different terms and modalities:

  o Free-to-user common logistics services
  o Service user full cost-recovery bilateral logistics services

• Free-to-user common logistics services: the following free-to-user logistics services are currently in place in South Sudan for partners:

  o Air cargo transportation services as facilitated by the United Nations Humanitarian Air Service (UNHAS): these target rapid humanitarian missions for extreme lifesaving operations, as well as locations unreachable by river or road. UNHAS Standard Administrative and Operating Procedures (SAOP) can be accessed here.

    ▪ The Logistics Cluster facilitates access to an Mi-8 Helicopter and a fixed-wing specialised aircraft available for air transportation.
    ▪ The Logistics Cluster does not facilitate air cargo to locations reachable by road or river.
    ▪ The Logistics Cluster does not fly explosives, prefabricated items, non-collapsible jerry cans, and items with dimensions larger than the available aircraft.
    ▪ Air cargo is dispatched from Juba, Bor, or Rumbek. Each dispatching location covers different destinations. For further information about which dispatching location serves which destinations, partners are invited to reach out to southsudan.clustercargo@wfp.org.

https://logcluster.org/ops/ssp11a
Air cargo requests are prioritised according to the priority locations defined by the Inter-Cluster Coordination Group (ICCG) in South Sudan. Air cargo requests are processed according to the following mechanism:

1. Partners determine whether a location is to be considered as a priority location and inform their respective Sectoral Cluster Coordinator.
2. Each Sectoral Cluster Coordinator informs the Needs Analysis Working Group (NAWG) at the NAWG meetings. NAWG consolidated recommendations on priority locations for scaling up are sent to the Inter-Cluster Coordination Group (ICCG).
3. ICCG determines the final priority locations.
4. The Logistics Cluster supports the inter-agency response according to ICCG indications.

- **Road transportation services including the coordination of convoys and trucking services for short and long cargo transport services:**
  - The Logistics Cluster moreover facilitates access to IOM’s Common Transport Services (CTS) trucks to transport key humanitarian supplies on behalf of humanitarian actors from warehouses to and from airstrips, river ports, and storage, distribution or construction sites. The Beyond Response operations from Wau, Bentiu and Malakal use the CTS trucks to provide road transport to deep field locations accessible by road.

- **Common Storage Services and Access to Mobile Storage Units (MSUs):**
  - The Logistics Cluster facilitates access to common storage in six hubs and to partner-managed Mobile Storage Units (MSUs) in 32 locations across South Sudan. WFP, as a provider of last resort, provides common storage services with its own resources and allocates additional storage capacity to partners (on priority basis) willing to open the allocated MSU to other partners in order to share the resources made available by WFP. For further information, partners are invited to reach out to southsudan.clustercargo@wfp.org

- **Service user full cost-recovery bilateral logistics services:**
  - **River transportation services:**
    - Bilateral Service Provision (BSP) is a process where WFP acts as a service provider for organisations (“service users”) requesting supply chain services. The Logistics Cluster, as a coordination body, links service users to WFP’s BSP and other commercial river transportation providers. Partners can then choose to use WFP Bilateral Service Provision on full cost-recovery basis by sending requests for river transportation services through the Logistics Cluster. The Logistics Cluster will act as the focal point between service users and WFP as service provider. For further information, partners are invited to reach out to southsudan.rivertransport@wfp.org
    - Dispatch locations for river transportation services are Malakal and Bor.

- The Logistics Cluster reminded partners of the importance of prepositioning:

https://logcluster.org/ops/ssp11a
Partners are urged to make use of the short dry season to preposition cargo by road through road convoys and Beyond Responses.

The Logistics Cluster can provide common storage space if there is insufficient storage capacity in locations.

The Logistics Cluster will not move large volumes of cargo by air during the rainy season for organisations who failed to preposition.

- All resources (transport schedules, convoy request form, etc) can be found on the Logistics Cluster South Sudan Operation website.

### 3. Logistics Capacities, Gaps and Challenges of Partners

- The Logistics Cluster’s partners identified a gap in terms of information-sharing and coordination regarding different logistics requirements for cargo dispatching as well as information on cargo delivery. Partners also have signalled poor communication between Juba-based offices and different field offices on delivery of air cargo.

- The Logistics Cluster has proposed to set up a coordination and information-sharing platform in Pibor and will hold meetings on a regular basis. Such a sub-national coordination and information-sharing platform will facilitate reporting and collaboration with national and other sub-national clusters, identify shared and common concerns in operational areas, and support programming and monitoring strategies. Frequency of the coordination meetings will be needs-based and defined by partners of the sub-national cluster, and a focal point will be identified in order to share leadership and to ensure representation of the local partners, localise the response and engage with development partners.

- A Skype and WhatsApp group on road accessibility was also created for information-sharing purposes.

- Partners raised a couple of challenges that arise when managing common storage warehouses for multiple partners. This refers to storage duration, inventory tracking, the need for having clear loading and offloading procedures respected by all, and the need for temperature-controlled storage for health responses. The Logistics Cluster responded by offering guidance on best practices, including the following guidelines:
  - Cargo should not remain in the warehouse for more than 6 months.
  - Inventory tracking issues arise when partners remove stock from boxes and leave open boxes with unspecified amounts of stock in the warehouse. The Logistics Cluster suggests partners with inventory of small dimensions (such as health materials) to store loose supplies within a large box with a padlock. Alternatively, the partners must take the whole handling unit when moving inventory out of the warehouse.
  - Loading and offloading timings and procedures must be determined by the partner managing the warehouse and must be followed by all warehouse users.
  - Facilitation of access to common temperature-sensitive logistics services is not part of the Logistics Cluster Concept of Operations (ConOps) since this has not been identified as a common logistics capacity gap in the local market. Partners are encouraged to pool resources and/or identify local logistics service providers.

[https://logcluster.org/ops/ssd11a](https://logcluster.org/ops/ssd11a)
• Partners shared their challenges to deliver cargo to deep field locations and indicated that additional storage in deep field locations may be required. The Logistics Cluster recommended that, while the current storage capacity is sufficient for Pibor town, additional storage for deep field locations can be provided on a case-by-case basis. Partners can contact southsudan.clustercargo@wfp.org for further enquiries.

• Capacity-building support is needed for staff from partner organisations, specifically when it comes to training on warehouse management and general logistics.
  o The Logistics Cluster will provide an “Airfield Focal Point (AFP) refresher training” and a “GPS coordinates training” to partners during the week. Partners are encouraged to consult current AFP focal points to improve their skills in terms of airfield management. The Logistics Cluster will also guide partners to the online AFP training.
  o Training on warehouse management might be provided in August/September 2022.

• The Logistics Cluster discussed challenges around air operations with partners:
  o There are currently three AFPs for UNHAS in Pibor. Serving as an AFP for UNHAS is a big responsibility, takes a considerable amount of time and is often outside the scope of work of the AFP. The Logistics Cluster in coordination with UNHAS might ask an AFP to be on-site at the when their organisation asks them to be elsewhere. It was discussed that all partners using air operations need to take turns in terms of acting as AFPs. Partners are also expected to take turns cleaning the airstrip. Each organisation should also sensitise community members about traversing and damaging the airstrip.
  o Several partners raised concerns on the provision of weather and security updates ahead of air rotations, specifically in terms of mistakenly providing erroneous reports or not aligning to other weather reports received for the same location. The Logistics Cluster recommended partners to consult the loading plan included in the rotation notification and follow the AFP training guidelines, shadowing established AFPs if required.

4. Any Other Business (AOB)

• An invitation to join the “Women in Logistics Network South Sudan” was extended to different female logisticians. The network aims to empower women in South Sudan logistics, to ensure that the logistics industry can benefit from female talent. Its mission statement is to strengthen the capacity of women in logistics through amplification of their voices and enabling them to connect, learn and grow professionally in the next five years. Interested women can sign up here.

• The Logistics Cluster conducted a mini–Logistics Capacity Assessment (LCA) with partners and the United Nations Mission in South Sudan (UNMISS) to obtain information on logistical capacities in Pibor.

• The Logistics Cluster is planning to assess river transport capacities in Pibor in August/September 2022.
# Meeting Minutes, 18 May 2022

Pibor, South Sudan

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