1. Presentation of the new co-financing/cost-sharing modality for river transportation

Partners were informed that the Logistics Cluster is expected to receive supplementary funding from the Ukraine’s response and this fund is earmarked to support/co-finance a significant portion of the river transport operations which are currently being offered to organisations at a full cost recovery basis with the following points highlighted during the meeting:

- All approved river transport requests through WFP’s Bilateral Service Provision (BSP) shall be cost-shared between the Logistics Cluster and the requesting organisation. For international
NGOs and UN Agencies, the Logistics Cluster will cover 50 percent of the total cost whilst the other 50 percent will need to be covered by the requesting organisation.

- For national NGOs, the Logistics Cluster will cover all associated river transportation costs, to be determined on a case-by-case basis. The Logistics Cluster reserves the right to verify the source of supplies if very large-scale requests are received.
- The service is still under BSP modality, with co-financing (cost sharing) added to support partner organisations.
- BSP will include the same support and coordination for river services as provided by the Logistics Cluster in the previous years, including all associated services like cargo verification, transport of cargo from warehouse to river dockside, loading and offloading at the final delivery point, access negotiation and security clearances for all convoy movement along with a convoy leader escorting the cargo boats and barges from origin to receiving point.
- Guidelines for river transport will be shared through the mailing list before the end of August.

2. River delivery network and transport planning

- There will be no change to the current operational setup for river transport services. Malakal and Bor will remain as origin dispatch hubs for all river movement, and the outreach to delivery points along the different river and waterway routes will be as per the map for river transportation network. The map for the river transportation network is published on the Logistics Cluster website at the following link: here.
- Organisations were also informed that most of the locations accessible by river/waterways are assessed, and it is part of the river network used currently by WFP and the Logistics Cluster, except for a few locations on subsidiary waterways that are not accessible due to dense vegetation blocking the access. These locations are still supported through air deliveries from Bor.
- The River Transport Plan is updated and published on a weekly basis on the Logistics Cluster website which can be accessed on the following link: here.

3. River convoys roles and responsibilities

- The roles and responsibilities for requesting organisations, WFP BSP and the Logistics Cluster were clarified, based on the new cost-sharing modality.
- The Service Market Place (SMP), an online service tracking system, was introduced and these guidelines will be shared to all partners.
4. Partners challenges and AOB discussion.

- The Logistics Cluster confirmed that many locations in Panykang county and Tonga are accessible by river, and it is included on contracts for river transportation from Malakal.
- Melut is a trans-shipment point for cargo planned for further delivery by road to Maban and/or to other locations in the Eastern Upper Nile state. Renk can also serve trans-shipment point and it is up to the organisation to select the more convenient drop point locations for their shipments.
- A concern about a lack of space for temporary storage of cargo transiting through Melut Port was raised. The Logistics Cluster informed partners that it can provide a Mobile Storage Unit (MSU) on loan with technical support for installation to any organisation willing to manage the storage space on behalf of humanitarian partners, should the requirements for the loan be met.
- The Logistics Cluster informed partners that the river transport rates cannot be disclosed as per WFP internal policy. However, service users can request for transport cost estimates for their planned movement using the Service Request Form (SRF). Organisations have the right to decline the service.
- Participants were informed about upcoming training in Malakal. In August, Basic Humanitarian Logistics and Relief Item Tracking Application (RITA) training will be organised by the Logistics Cluster. The RITA training will be provided for all Malakal partners who have stock at common storage and will support the transition of record keeping into the online system.

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https://logcluster.org/ops/ssid11a