Meeting Minutes, 25 September 2023

YEMEN

LOCATION  Teleconference/Sana’a

DATE  25 September 2023

CHAIR  Logistics Cluster

PARTICIPANTS  Action For Humanity, Danish Red Cross (Rodekors), Danish Refugee Council (DRC), International Committee of the Red Cross (ICRC), International Rescue Committee (IRC), International Medical Corps (IMC), Médecins Sans Frontières Spain (MSF Spain), Médecins Sans Frontières Belgium (MSF OCB), Médecins Sans Frontières Holland (MSF OCA), Office of the United Nations High Commissioner for Human Rights (OHCHR), Relief International (RI), Samaritan’s Purse, Society for Humanitarian Solidarity (SHS), United Nations Development Programme (UNDP), United Nations High Commissioner for Refugees (UNHCR), World Food Programme (WFP), World Health Organisation (WHO), Yemen Family Care Association (YFCA).

AGENDA  1. General Logistics Cluster Update
         2. Seaport Operations
         3. Overland Transport
         4. Aviation
         5. WREC
         6. AOB

1. General Updates

   a. Mid-Year Logistics Cluster Activities Infographic Report has been published on Logistics Cluster website.

   b. UNHAS - Flight Schedule, October 2023: UNHAS October 2023 flight itineraries are presently available in Logistics Cluster website, and Logistic Cluster will maintain it updated, in case of any changes.

   c. Minutes of August Coordination meeting have been published on Logistics Cluster website in both English and Arabic languages, via:

      •  Yemen - Meeting Minutes, 30 August 2023 | ENGLISH
      •  Yemen - Meeting Minutes, 30 August 2023 | ARABIC

   d. Yemen Access Constraints map has been updated on 24th of September 2023. The map indicates the road networks which are open, difficult to access, and inaccessible roads, to assist partners in supply chain related plannings. Partners can refer to the Yemen Access Constraint map for more information.

   e. Coordination and information management remain an integral part of the Logistics Cluster mandate: The Logistics Cluster conducts monthly coordination meetings and interfaces with the wider humanitarian community through participation in the Humanitarian Country Team (HCT), the Inter-Cluster coordination Mechanism (ICCM), and the Humanitarian Access Working Group (HAWG).

https://logcluster.org/ops/yem10a
Information Management:
- The recent banning of importing goods with origin of Sweden, Denmark and Netherlands to north of Yemen, which was circulated by SCAMCHA on 30 July, remains unchanged.
- On the 20th of September 2023, a new rise in gasoline price in Aden from 1,095 YER/liter to 1,250 YER/liter was experienced.

Storage: The services facilitated by the Logistics Cluster are not intended to replace the logistics capacities of agencies or organisations, but rather to supplement them through access to common services. Depending on funding availability and access requirements, the following services may be coordinated at no cost to the user or on a partial/full cost-recovery basis:
- Mobile Storage Unit (MSU) loaning service, with regular maintenance and flexibility of unit movement to different locations in accordance with needs and operational requirements of service beneficiaries. Priority of the aforementioned service will be given to partners who respond within remote and hard-to-reach areas.
- The Logistics Cluster will maintain facilitating access to common storage facilities in Aden, with storage capacity of 2,100 m², including 600 m² temperature-controlled and cold-chain storage.
- Common storage is intended for short-term storage of humanitarian cargo. Partners are encouraged to identify alternative storage capacity for long term storage needs. It is planned that the existing limited common storage service in Aden to be under a full cost recovery mechanism, i.e. On Demand Services, by end of 2023. Detailed SOPs on how to access temporary common storage services are available on LC webpage.

Access Constraints Map: The Logistics Cluster plays a crucial role in maintaining and sharing access constraint information. We diligently track the condition of main access roads, ensuring that partners have up-to-date information at all times. This allows for efficient planning and coordination, reducing delays and ensuring smooth operations.

Air Cargo Transport: Ad-hoc airlift service facilitation to Yemen is strictly intended for the transport of urgent life-saving items and commodities in accordance with the priorities set by the Humanitarian Country Team. This is to ensure the best use of available common resources.
- The main route for ad-hoc air cargo transport to Sana’a and Aden. This service will only be activated in the case of a rapid onset of an emergency, backed by service requests submitted by multiple partners.
- Detailed Air Transport SOPs will be made available on the Yemen Operation webpage, in the event of service activation.

2. Seaport Operations
- On 20 September, a new circular was issued by Yemen Red Sea Ports Corporation pertained to granting berthing priority for vessels carrying food items at Hodeidah and Saleef ports, upon paying USD 7,000/day or part of day; in addition to providing Undertaking Letter for performing discharging operation with 50% extra of the permissible daily discharge rate, otherwise, a fine of USD 0.375 per meter of vessel LOA- Length OverAll per hour, or portion thereof, shall be accounted against the vessel's account.

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N.B. These berthing priority procedures will be applied to both humanitarian and commercial vessels.

2.1 Entries to Hodeidah, Saleef, and Aden Ports from 1st to 24th September:

➢ **Hodeidah Port**: 20 commercial chartered vessels with an overall quantity of 304 thousand MT.

➢ **Saleef Port**: 5 commercial chartered vessels with overall quantity of 212 thousand MT.

➢ **Aden**: 11 commercial chartered vessels with overall quantity of 231 thousand MT, in addition to 1 humanitarian chartered vessel carrying 29,985 MT of bulk wheat.

2.2 Entries to Hodeidah, Saleef, and Aden Ports during 2023 (from January – September):

➢ **Saleef Port**: 52 commercial chartered vessels with an overall quantity of 1,889,000 MT, and 3 Humanitarian chartered vessels carrying 90 thousand MT.

➢ **Hodeidah Port**: 202 commercial chartered vessels with an overall quantity of approx. 3.7 million MT, and 3 Humanitarian chartered vessels carrying 240,824 MT. In addition to 31 commercial container vessels with 13,933 containers onboard, and 11 humanitarian container vessels carrying 3,512 containers onboard.

➢ **Aden Port**: 83 commercial chartered vessels with overall quantity of 1,649,000 MT, and 8 Humanitarian chartered vessels with overall quantity of 372 thousand MT. In addition to 24 commercial container vessels.

2.3 Waiting & Dwell Times:

➢ **Hodeidah Port**: Waiting time at anchorage increased to 13 days average in September, due to congestion at port anchorage.

➢ **Saleef Port**: Average waiting time increased to 27 days in September following the increase occurred in August to average dwell time to 29 days, which is happening in Saleef due to limited number of berths (2 berths) in addition to high permissible deadweight in Saeef.

➢ **Aden port**: There is no congestion in Aden port nowadays, hence average waiting time in September is zero, and average dwell time is 11 days.

2.4 FSO Safer:

▪ The ship-to-ship transfer of 1.14 million barrels of light crude oil from the decaying oil tanker SAFER to the replacement tanker YEMEN completed on 11 August, 18 days after the operation commenced on 25 July.

▪ Cleaning up operation of FSO Safer is still yet to commence.

▪ The specialized buoy to which the Yemen tanker will be moored alongside is still yet to be delivered.

▪ With regards to towing and scrapping of SAFER, no agreement has been reached till moment.

3. Overland Transport

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Main South – North Access Points:

- Mainly, the four access points connecting road transport pipeline between south and north of country, Fardat Nehm, Alrahedah, Afar, and Saqam are currently open.
- The new procedures, applied in DFA areas, of obtaining chamber of commerce approval and signing a pledge for importing future goods through Hodeidah port, remain unchanged.
- No changes occurred on the recent increase of 100% in tax fees and other revenues, and 50% in customs duties of the total customs value of all imported commercial goods to northern region of Yemen through land ports, whether they are imported to South of Yemen through land or seaports.

4. Aviation

4.1 Humanitarian – UNHAS

- **International Flights**: UNHAS is performing 3 flights per week from Sana’a Int’l Airport towards Amman, Addis Ababa, & Djibouti, for passenger & a very limited cargo (up to 100-200 MT only). From Aden Airport, 7 flights per week are performed for Passenger & also a limited quantity of cargo to Amman, Addis Ababa, & Djibouti Airport.
- **Domestic**: Flights between Aden, Sana’a, Marib, AL Rayyan, Sayon.

4.2 Commercial – Yemenia Airlines

- **Sana’a international airport**: Effective 5 September 2023 number of international flights has raised from 3 to 6 flights/week to one destination - Amman.
- **Aden international airport**: Several destinations - Amman, Djibouti, Cairo, Addis Ababa, Mumbai, Riyadh, and Jeddah.
- **Sayon airport**: One destination - Cairo.

5. Waste Management and Measuring, Revers Logistics, Environmentally Sustainable Procurement and Transport, and Circular Economy (WREC)

- **Circular economy**: is a model of production and consumption which reduces material use and redesigns products and services to be less resource intensive. The circular economy model aims to maintain the value of products and materials for as long as possible by returning them into the value chain at the end of their use. This is done while minimizing the generation of waste, greenhouse gas emissions, pollution, and the negative impact on ecosystems.
  - Large quantities of unused, broken, or surplus materials accumulated over time such as used plastic bags, broken plastic pallets, broken wooden pallets, damaged jerry cans, Vouchers and damaged cartons are considered as a problem.
  - From 2018, WFP has identified two waste management vendors to sell the accumulated materials in the warehouses. The process includes:
    - Preserve the value of products, materials, and resources.
    - Returning the products, materials, and resources into the value chain.

https://logcluster.org/ops/yem10a
- Processing the materials.
- Re-introducing products with a circular economy approach back into the market.

❖ The benefits of the circular economy:
   a) Environmental:
      - Reduce waste volumes to final disposal.
      - Reduce GHG emissions from harmful alternative waste management practices such as dumping or burning waste.
      - Reduce extraction of natural resources to produce new products.
   b) Organisational:
      - Clear warehouse space.
      - Reduced risk of fire hazards in warehouses.
      - Less contamination in warehouses.
   c) Economic:
      - Promotion of local business.
      - Economic returns generated by the materials sold to the local vendors.

❖ Challenges:
   a) Coordination between the warehouse managers and waste management vendors.
   b) Accumulation of small quantities of recyclables.
   c) Vendor monitoring.

❖ To face these challenges, here are some of the best practices:
   a) Hold regular meetings with suppliers to identify and address their concerns;
   b) Maintain flexibility in scheduling and adopting digital communication platforms;
   c) Coordinate with other humanitarian and local communities to increase recycling and waste volumes;
   d) Introduce collaboration with relevant government authorities to streamline compliance with regulations.

For more information on the WREC case study: [WREC case study: Circular Economy in WFP’s storage facilities in Yemen | Logistics Cluster Website (logcluster.org)](https://logcluster.org/ops/yem10a). Also, you can find a quick guide on circular economy [here](https://logcluster.org/ops/yem10a).

_The next Logistics Cluster coordination meeting will be held virtually in September 2023._

**Contacts**

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