MEETING MINUTES

South Sudan
28 November 2012

Chair: Logistics Cluster Officer
Participants: Logistics Cluster, Plan International, PAH, WHO, WFP, UNMISS, OCHA

Action Points:
1. Logistics Cluster to determine a clear position concerning the transport of personnel on behalf of partner organisations.
2. Partners to inform the Logistics Cluster in good time, the cargo they wish to move to Gumuruk while recognizing the contractual expiration of the helicopter of 20/12/12.

AGENDA:
1. LOGISTICAL CHALLENGES
2. GENERAL HUMANITARIAN UPDATE
3. COMMON TRANSPORT SERVICES
4. ACCESS CONSTRAINTS
5. JONGLEI DRY SEASON COMMON TRANSPORT SERVICES STRATEGY 2013
6. HELICOPTER OPERATIONAL RESPONSE NOVEMBER - LESSONS LEARNT
7. FORCE PROTECTION OVERVIEW AND UPDATE
8. AOB

LOGISTICAL CHALLENGES

- Attendees cited problems regarding tax exemption and custom clearing and were advised to contact the Logistics Cluster if further challenges emerged. The Logistics Cluster has been supporting Bor partners in overcoming such problems by working closely with the relevant ministries and OCHA.
- Attendees informed the Logistics Cluster of their intentions to mount a humanitarian response in Gumuruk, which has recently been affected by rebel militia groups (RMGs) and have requested access to the Logistics Cluster helicopter in the coming weeks. At this stage, verification has yet to take place; OCHA is leading an assessment mission on 04-09 December to determine the case load and associated needs.
- The challenges of mounting a response in Gumuruk centred on the insecurity of the area where force protection will be required, lack of staff on the ground, and no storage facilities.
- Concern was expressed on how the Logistics Cluster could better support the movement of staff to key ‘hotspots’ that require personnel to facilitate the offloading and distribution of lifesaving supplies. It was explained that the Logistics Cluster has a clear mandate to facilitate the movement of humanitarian cargo only and that passenger transport is under the UNHAS mandate. It was agreed that the Logistics Cluster would review what is realistically possible under its mandate and revert to partners.

GENERAL HUMANITARIAN UPDATE

- Over 2,000 refugees arrived into Unity State from South Kordofan over the past week, indicating a possible increase in arrivals on the horizon as the dry season approaches. More than 85% of the new arrivals were women and children and in poor physical health from days of walking.
- UNHCR anticipates that by the end of 2012 approximately 350,000 refugees will be hosted in South Sudan.
- Humanitarian assistance continued to flood affected areas in Upper Nile, Jonglei and Western Equatoria State's despite flooding receding across the country. The Logistics Cluster helicopter was deployed to Pagak on behalf of Medair to support those recently affected by the flooding through the delivery of lifesaving NFIs.
- First key overland routes of the dry season have started to open, serving to reduce the reliance on Logistic Cluster air assets.
COMMON TRANSPORT SERVICES (CTS)

- To date, 5,100mt or 18,000m³ has been delivered through the Logistics Cluster common transport service (CTS).

Trucks:
- The current fleet consists of 13 trucks located in the following locations: Wau two, Bentiu two, Malakal one, Maban five, and Juba/Bor three.

Barge:
- One barge carrying over 230mt of interagency cargo destined for Maban is severely delayed and has not left Juba due to a mechanical breakdown. Such delays are increasing in frequency due to the scarcity of spare parts which further underlines the problematic barge situation in South Sudan.

Boat:
- One fuel boat dispatched from Juba on the 26 November for MSF Holland, DRC, GOAL, UNHCR, and Samaritan’s Purse is making good progress and is expected to arrive in Melut on the 01 December.
- One fuel boat that arrived in Melut on 10 November has been transferred onto CTS trucks and delivered to their final destination in Maban County.

Air:
- As roads begin to open throughout the country, reliance on Logistics Cluster air assets has reduced as operations transition to overland transport. The Logistics Cluster has retained access to air assets until mid-December to fulfill critical lifesaving supply chain breaks.

ACCESS CONSTRAINTS

- Reports that Ayod - Malakal road has been able to support trucks in recent days.
- Uncertified reports that the road between Pibor and Gumuruk is passable.
- Partners are encouraged to keep the Logistics Cluster informed of changes in access status on key roads so the information can be communicated effectively to all partners.

JONGLEI DRY SEASON COMMON TRANSPORT SERVICES STRATEGY 2013

- Attendees were informed that the Logistics Cluster trucking fleet should not be used on routes where capacity is well established within the local market. The envisaged usage is for the trucks to be deployed in field areas where transporters were unwilling to go due to poor road infrastructure, insecurity, or when inflated market prices restrict organizations in delivering humanitarian supplies.
- With this in mind, it was agreed that Bor partners would not submit requests for cargo movement exiting Juba. Organizations should submit requests for movements exiting Bor, which will be supported by the positioning of three CTS trucks (two 30mt and one 10mt).
- Currently there are three common storage locations in Jonglei (Bor, Pibor, and Lukuangole); partners agreed that there are no additional storage needs at present.

HELICONTOR OPERATIONAL RESPONSE NOVEMBER - LESSONS LEARNT

- Since the start of 2012 over 200mt of lifesaving supplies have been transported by helicopter throughout Jonglei State at an approximate cost of USD 1.5 million.
- Organizations accessing the helicopter for the recent flood response in Pibor were congratulated for an operation well done. Some of the key concerns highlighted in the previous September/October helicopter operation had been addressed.
- However, there is still room for improvement in the following specific areas: arriving on time, ensuring partners are mobilized at the receiving end to offload cargo, provision of waybills, and inaccurate weights and volume.
- Attendees were happy with the existing structure of delegating authority to the field in establishing priority cargo.

FORCE PROTECTION OVERVIEW AND UPDATE
• During the 2012 dry season, 16 escorts took place delivering over 200 trucks on roads categorized by the UNDSS security system as level four.
• Attendees were reminded that the Logistics Cluster acts as an entry point for all force protection requests between Bor-Gumuruk-Pibor-Lukuangole-Walgak-Akobo and organizations should refrain from contacting UNMISS directly.
• By acting as the intermediary focal point for force protection requests, the Logistics Cluster will consolidate all requests and coordinate with UNMISS to ensure all partners have clear visibility and access to force protection convoys by reducing competition for limited resources.

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