
Meeting Minutes, 23 April 2019

South Sudan



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| LOCATION | Juba, OCHA Conference Room |
| DATE | 23 April 2019 |
| CHAIR | Logistics Cluster |
| PARTICIPANTS | ACF, ACTED, CAFOD, Community Empowerment Network, CRS, Healthcare Foundation (HFO), IMC, IOM JHPIEGO, Johanniter International (JOIN), MAG International, MSF Holland, MSF Spain, Nile Hope, NRC, Save the Children, Touch Africa Development Organisation (TADO), UNHCR, UNMISS, World Relief |
| ACTION POINTS | <ul style="list-style-type: none">• Partners to share information on physical access constraints with the Logistics Cluster.• Logistics Cluster to confirm the current fees for a vehicle access pass at the Juba airport and advise partners. |
| AGENDA | <ol style="list-style-type: none">1. Convoy Guidelines & Presidential Decree2. Road Transport & Convoy Updates3. Access Constraints4. Air Operations Updates & Rainy Season Flight Procedures5. River Operations Updates6. AOB |

1. Convoy Guidelines & Presidential Decree

- The WFP Access Officer presented the Presidential Decree ordering free, unimpeded and unhindered movement of humanitarian organisations throughout the country.
- The decree, which was issued in November 2017, stipulates that humanitarian convoys should move without restrictions (i.e. without paying fees at checkpoints). Organisations may refer to it when contracting transport services and briefing their drivers.
- The argument that transporters are taxed but not the humanitarian cargo is common at some checkpoints, but it had been contested in the past by both the Relief and Rehabilitation Commission (RRC) and the Minister of Humanitarian Affairs. WFP is also training RRC staff on the importance of the Presidential Decree for humanitarian access.
- It is important that drivers carry all the necessary legal documentation clearing them to drive in South Sudan.
- Organisations are responsible for conducting detailed briefings with transporters/drivers, including information about the Presidential Decree, to ensure there is a common approach in cargo movement among humanitarian organisations.
- Convoy leaders are also provided with a copy of the Presidential Decree and a list of focal points according to different locations, including the Government, Logistics Cluster and WFP Security representatives, who can be contacted in case of need. For any urgent communication, organisations should contact the Logistics Cluster immediately.
- Save the Children asked if the same support will be provided if organisations decide to move cargo on their own and not join the humanitarian convoy coordinated by the Logistics Cluster. The WFP Access Officer confirmed that the same contact list of focal points can be used to seek assistance in case of any issues faced by trucks carrying

humanitarian cargo at checkpoints. However, it should be stressed that the Logistics Cluster will not have the same level of knowledge and oversight as for trucks joining humanitarian convoys and hence, it may not be always able to support. Certainly, there is no need requirement to join the convoys coordinated by the Logistics Cluster and organisations may make their own arrangements.

- Organisations enquired if the Presidential Decree was available in other languages. The Decree was signed in English only, but it was advised that it would be good practice to scan a colour copy of the document for truck drivers so that the government logo on the letterhead looks more prominent. The WFP Access Officer will check with OCHA if a colour copy of the decree is available.
- The revised [Humanitarian Convoy Guidelines](#) have been published on the Logistics Cluster website and have also been circulated through the mailing list.
- Organisations were reminded to adhere to the convoy registration deadlines communicated by the Logistics Cluster. Organisations must apply for and obtain JBVMM and RRC clearances in order to join the convoy. The Logistics Cluster works with OCHA to get blanket clearance letters for all convoy routes, however, organisations are encouraged to apply for their own JBVMM clearances as well.
- Organisations must ensure that each truck/light vehicle is well branded with organisation logos. It is recommended to use large banners or stickers on both sides and the front of each truck.

2. Road Transport & Convoy Updates

- The Logistics Cluster is currently consolidating interest from organisations to join convoys throughout Jonglei State (Ayod, Duk, Nyirol, and Uror Counties ex Bor), and Yei. Organisations are invited to submit their interest to southsudan.clustercargo@wfp.org as soon as possible and the Logistics Cluster team will then advise on the planning.
- The cluster is supporting most Central Unity locations ex-Bentiu via the Beyond Bentiu Response. Arrangements are made at the Bentiu level with cluster staff.
- The Logistics Cluster [Convoy Routes map](#) has been published. It provides an overview of the convoy routes and defines the common convoy route names. It should be used as a reference when organisations request to join a convoy.
- The Logistics Cluster convoy schedule for May and June is also available on the Logistics Cluster website [here](#).

3. Access Constraints

- The latest Access Constraints map is available at the following link: <https://logcluster.org/map/south-sudan-access-constraints-map-18-april-2019>. Partners are requested to share information with the Logistics Cluster regarding physical access constraints to ensure the map is kept up-to-date.
- The road condition between Pibor and Likuangole has deteriorated due to heavy rains. It is passable only for light vehicles and trucks of less than 15 mt.
- The road between Yambio and Maridi is recommended only for trucks carrying no more than 20 mt due to many potholes.

4. Air Operations Updates & Rainy Season Flight Procedures

- Air operations and assets are still reduced by one Mi8 heli which has temporarily been positioned in Beira, Mozambique for the Cyclone Idai emergency response.
- Organisations were reminded to share weather and security updates with the Logistics Cluster no later than 7:30 am on the morning of an expected flight.
- The Buffalo fixed-wing needs at least three days of dry airstrip to land (four in some locations). Organisations expecting to receive cargo via the Buffalo plane should keep the cluster updated on rains and airstrip conditions, and be flexible in case of last-minute cancellations or flights due to rains. For helicopters, one day without rain is acceptable for landing.

5. River Operations Updates

- The barge from Bor departed on 18 April and is expected to arrive in Malakal on 26 April. The Logistics Cluster is expanding its river transport operations and is now serving additional locations along this route including Kodok, New Fangak, and Tonga. Organisations are encouraged to plan in advance and pre-position their cargo in these locations using the available barge service. Air services will be used only in case of an emergency.
- The Logistics Cluster is also expanding the river transport services out of Malakal on boats on the below routes/frequencies. More locations may become available depending on demand and boat availability.

| Route | Stops | Frequency |
|--------------------------------|--|--|
| Northern Route | Malakal—Kodok—Melut | Monthly |
| Extended Northern Route | Northern Route stops, plus Kaka—Wadakona—Renk | Ad hoc basis by request, not to exceed quarterly |
| Southern Route | Malakal—Atar 3/Diel— New Fangak— Tonga | Quarterly |
| Sobat River Route | Malakal—Khorfulus (other locations by request) | Quarterly |

- The process for requesting river transport remains the same as before: organisations should submit [Service Request Forms \(SRF\)](#) to southsudan.clustercargo@wfp.org. For instructions on filling out the SRF, please refer to the [User Guidelines](#).

6. AOB

- Organisations experiencing delays in obtaining JVMM clearances, RRC clearances and/or experiencing any other bureaucratic impediments are requested to contact OCHA (accessreporting@un.org).
- MSF Holland indicated that the monthly fees required to get a vehicle pass for the airport in Juba sharply increased to USD \$300 per month per vehicle. The Logistics Cluster will confirm with UNHAS what the current charges are and update partners.
- Organisations asked if there were plans to contract an Mi26 helicopter, which has a large uplift capacity. At this time, the cluster has no plans to contract the MI26 as the costs are far higher than the Buffalo plane. The Logistics Cluster is currently considering testing another fixed-wing plane (Casa), which may have the right technical features to continue deliveries during the rainy season in South Sudan. Organisations will be informed if this occurs.
- Save the Children received several requests from their current or former suppliers for recommendation letters. They asked other organisations to contact them directly for referrals instead of asking for standalone documents, which can be easily forged.

The next Logistics Cluster meeting is scheduled for 7 May in the OCHA conference room, Juba at 12:00.

Contacts

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| Fiona Lithgow | <i>Logistics Cluster Coordinator</i> | fiona.lithgow@wfp.org |
| Jessica Cochran | <i>Logistics Officer</i> | jessica.cochran@wfp.org |
| Patrick Mills Lamptey | <i>Logistics Officer</i> | patrick.millslamptey@wfp.org |
| Consolata Muriuki | <i>Logistics Officer</i> | consolata.muriuki@wfp.org |
| Lila Ricart | <i>Information Management Officer</i> | lila.ricart@wfp.org |
| Mohamed Elhusseini | <i>GIS Officer</i> | mohamed.elhusseini@wfp.org |
| Diko Amariah | <i>RITA Officer</i> | diko.amariah@wfp.org |
| Richard Izakare | <i>Business Support Assistant</i> | richard.izakare@wfp.org |
| Karolina Greda | <i>Training Officer</i> | karolina.greda@wfp.org |