

**Colombo Interagency Logistics Meeting - Minutes**  
**17th August 2007– WFP Logistic offices – 10 am**

**Attending:**

<b>Name</b>	<b>Org</b>
Matthew Serventy	WFP
Samuel M.Sawa	UNICEF
Himani De Silva	UNDP
Steven Wells	IOM
Harin Abeyaratne	Oxfam
Prasad Dilrukshana	FAO
Harsha P. Lapitiya	Muslimaid
Tamara Nanayakkara	OCHA
Mohamed	Merlin
David Edirisinghe	Leads
Thomas Reiss	ICRC
KG Nandald	SMEIE
Jannie Liiija	World Bank
Christopher Randeniya	STCiSL
Sujeewa Ratnayake	SDC

**Apologies:**

Roshan de Silva, UNHCR.

**1. Minutes from previous meeting, matters arising, approval of.**

Only three agencies have shared their future cargo planning for Jaffna with IA Logs. If a permanent allocation of space for common use among all humanitarian agencies is to be realistic, it is necessary to receive an indication of planned monthly cargo shipments. ICRC suggests that a common format be adopted – IA Logs to provide format.

**Action Point: All UN agencies and NGOs to complete the cargo for Jaffna request format attached to these minutes. Please act on this ASAP.**

ICRC confirms that it is not their decision whether to extend the number of days Omanthai CP is open. However, MoD has made the increased number of days contingent on ICRC presence, this was clarified at the ES&L SC meeting yesterday. ICRC quotes its own truck analysis that numbers of trucks have not been reduced by the limited opening days. IA Logs questioned the analysis as not taking into account many other factors such as reduced approvals given by CGES, and restricted operating days in turn reducing commercial trucking willingness to enter the Vanni. IA Logs also points out that all WFP trucks entering the Vanni can unload the same day – however they do not as they are obliged to wait two days until the CP re-opens. This is adversely affecting the turn around times of deliveries. With more opening days, WFP would be able to increase deliveries to the Vanni, and also have more flexibility in planning. At the ES&L SC meeting it was also discussed that the lines should be open for humanitarian reasons for the passage of individuals, and to allow light vehicles in and out to support programme activities.

IA Logs describes the meeting with OCHA regarding logistic information flow. The logistics sector area on the website is planned to be operational soon. The standard operating procedures for using WFP storage and cargo are complete and available, and the SOPs for other logistic information – such as shipping, clearance approval, etc are underway.

IA Logs have spoken to some transporters regarding acting as a single clearing agent for all UN and NGO cargoes to Jaffna. None have responded as yet.

Transport pool format for NGO trucking capacity complete. IOM is considering acting as the focal point for NGO truck pooling.

Details of the passenger vessel that can carry cargo Trinco-Jaffna, are now available from IA Logs.

## **2. Matters arising from other meetings.**

ES&L SC meeting –

- The restricted items list gazetted by GoSL on 30<sup>th</sup> July primarily lists military hardware, rather than the list of items such as batteries, bicycles etc that have been refused in the past. Regarding this more general list, MoD admitted it was impossible to create, and would always be subject to change. The gazette will accompany these minutes.

- MNB&EID will speak to MoD regarding equipment held in customs. Complaints regarding searching of UN vehicles will be sent to the CCHA for policy review. The truck scanner is to be cancelled at Omanthai. Rail needs to be investigated further.

## **3. Transport**

### **- Air**

UNHAS not present at meeting – no update regarding Trincomalee passenger flights.

### **- Sea**

It was agreed at ES&L SC meeting that IA Logs should formally apply to CGES for a regular allotment of cargo space on CGES vessels for a “combined humanitarian cargo”. This has been initially set at 300 mt/cbm per month, but without data on agency planning, this will be revised up or down in the future.

It was decided that agencies must apply on standard format for portion of the 300 mt/cbm by the 15<sup>th</sup> of each month to IA Logs. Prioritisation committee (noted that one member has left the country –FAO) will decide which cargoes are included. CGES and agencies informed by the 20<sup>th</sup> of the month, for sailing at the beginning of the following month. However, entire plan is contingent on CGES agreeing – informal discussions have been positive, but no formal reply has been given.

### **Action Point: IA Logs to prepare a detailed explanation of plan and present to CGES.**

Some discussion of commercial shipping operations that can provide trucking in Jaffna as well. Those mentioned have proved to be very expensive in the past. IA Logs can provide contact details for commercial shipping agents apart from the CGES.

### **- Land**

WFP trucks still booked completely weeks in advance – serious shortage of trucking capacity.

Save The Children describe their rail experience to Vavuniya so far – They have sent food and non-food items (books), in 45 ton capacity railway cars. Each car costs approx SLR 60,000. They can fit three trucks of flour into each railway car. Each car is loaded by STC staff, and then sealed with an aluminium seal, the railways assume responsibility for contents of car until seal is broken at site of delivery. Travel time is slow – Thursday loading in Colombo provides Tuesday unloading in Vavuniya, but no checkpoints in between.

The process to follow is –

- Send a request letter to the Manager of Sales and marketing –  
Mr. T. R. P. Bandara Tennakoon  
Sales and Marketing Division  
Commercial Suptd. Office  
Railway Headquarters  
Sri Lanka Railways  
Colombo - 10
- Receive a quotation and details of transit times.
- Pay in **cash** – there is no cheque or EFT facility.
- Carriage date and time of loading set after payment.
- Many options of loading areas.

#### **4. Warehousing.**

There is still available warehousing space at all the WFP common user hubs.

#### **5. Communications.**

No news regarding communications equipment in customs. Advice remains to buy or rent locally where possible rather than attempting to import equipment.

#### **6. Cargo clearance.**

No news regarding outstanding UNDP cargo clearance for soil testing equipment.

Agreed at this meeting and at ES&L SC that increasing the UN fuel allowance to the Vanni needs a detailed analysis by each agency. IA Logs tabled a format that has been agreed upon, and all UN agencies applying for the combined fuel allowance must complete the format ASAP.

**Action Point: All UN agencies in the Vanni to complete the format forwarded to them.**

**The next meeting will be at 10 am, Friday 31st of August, in the WFP logistic offices, 3A Flower Ave, Colombo 7.**