



**MEETING OF THE SEA USERS' GROUP  
HELD AT WFP SHIPPING SERVICE OFFICE  
JL. JEND. SUDIRMAN No.: 15, GEUCEU – BANDA ACEH  
ON 11 AUGUST AT 11:00 HRS**

**In Attendance:**

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**ITEM 1: Opening welcome and adoption of previous minutes as amended. Jens Baekholm (JBA)**

- Adopted by no objection (JBA)

**ITEM 2: Report on vessels currently on charter and completed shipments**

- Lorenzo Siciliano (LS) provided the following ship position/scheduling update:

**Landing Craft**

ATA - Last Call	Vessel	Voyage	Last Call	ATD - Last Call	Activity	Next Call
8/11/2006 2:00	Labitra Hanny	LH060804	Malahayati		Berthing prepare to load	Gn. Sitoli
8/5/2006 7:30	Labitra Nakita	LN060802	Ulee Lheue		Berthing	TBA
8/10/2006 6:00	Labitra Adinda	LA060805	Ulee Lheue		Berthing	TBA
	Sumber Power	SP060801	Sinabang		Anchored	TBA
8/1/2006 8:00	Niaga jaya 12	12NJ060801	Ulee Lheue		Berthing	TBA
8/3/2006 8:20	Bintang Samudera I	BS060801	Belawan		Anchored	TBA
<b>Coaster</b>						
ATA - Last Call	Vessel	Voyage	Last Call	ATD - Last Call	Activity	Next Call
8/8/2006 18:00	Bunga Sejati	BJ060801	Tanjung Priok		Anchored	TBA

**ITEM 3 Cost Recovery / Tariffs – Systems and Processes for Cost Recovery from CMR NNRC and invoice and payment. Lorenzo Siciliano (LS)**

- LS stressed that the contact and addresses etc are complete at the CMR stage – finance stage, CMR’s and invoice numbers reconciled with pipeline. On a periodical basis reconciliation of Invoice with bank statement. Defaulters will be referred to BRR for further action.
- Page 1 - Guide for Logistics Officer
- Page 2 - Finance Officers
- See attached and [www.wfpss.org](http://www.wfpss.org)
- Comment from Abdul-Jabbar Bhatti (AJB) – Tariffs for routes to Nias and Simeulue discrepant with cargo rates from/to other destinations-why? JBA replied conditions at ports affect port discharge times etc. The rates are based on real route costs for WFPSS. JBA suggested time charter for large cargoes either with WFPSS or with Haritos Shipping’ (Tony Haritos –TH), for example present at the meeting.
- JBA – LCTs are more expensive than conventional vessels. Time charter may be more effective.





- JBA - Current tariffs - include all WFPSS overheads.
- Paul Arbon (PA) – passed on an enquiry regarding cost per part m3 or part MT. JBA stated that billing will reflect, for example, the higher of the two in terms of 21.3m3 (x m3 tariff on that route), or for example, 0.5 MT of cargo ( 0.5 x the tariff for 1MT).
- JBA – commented that the tariffs reflect real WFPSS operating costs (not including waiting time)
- AJB– time charter rates can be negotiated directly with WFPSS

#### ITEM 4: Cost comparisons WFPSS c.f. other providers / modes

- LS / JBA presented some anecdotal WFPSS comparisons
- John Brady (JB) commented on the BRR preference for directing cargo to sea in order to save the roads. BRR REQUESTS conscious efforts to use the sea.
- **See attached comparison.**
- JBA – asked for a cost comparison for conventional vessel out of Belawan c.f other modes and routes.

#### ITEM 5: Equipment Hire – Costs and Billing for WFPSS

- LS – Costing of the Manitous /forklifts is underway for hire out purposes. TBA ASAP.
- JBA – advised users that if they are using other operators, the WFPSS is prepared to help with equipment if commercial operators do not have appropriate equipment.
- JBA – WFPSS continues discussions with commercial operators to handover its shipping activities. WFPSS is not washing its and

#### ITEM 6: Sub-chartering of vessels by organisations for special purposes

- Noted in ITEM 3 above. JBA commented that approaching commercial providers and WFPSS would be appropriate.
- JBA commented on the UNHCR time based charter for timber out of Kalimantan.
- Direct approaches to WFPSS are welcome.

#### ITEM 7: AOB

- Discussion from previous meeting re barges, WFPSS Rome has said NO to WFPSS using barges because of discharge problems, mounting and monsoon sea conditions where several times barges have been stranded in the previous year.
  - TH commented that rates from WFPSS are realistic. However, consolidation of loads and utilisation of equipment on large cargo movements provides for efficiencies of scale and hence appropriate for large scale projects.
- UNHCR Jakarta expressed concern to JBA that inter-island & intra-island routes around Nias remains near impossible without sea support. JBA



commented that the ships here would be continued for this intra –inter island routes. Encouraging commercial operators to enter these markets is ongoing with these routes also.

- PA raised the Sinabang port congestion as remaining problematic (sic Brian Williams). JB asked for a list of offenders (non collectors of cargo) and he and BRR would deal with the problem – ‘24hrs and out’ – is the policy.
  - No excuses – if NGOs and / or contractors are not collecting it is purely bad planning.
- JBA stated that it was worth reiterating that WFP Shipping Service was instructed to impose cost recovery and commercialisation. Both were conditions laid down in the BRR Concept Note and subsequent agreements with the MDF. The service in fact belonged to UNORC and BRR and was merely populated by WFP as WFP was the only UN agency with the mandate as lead-Agency for the logistics cluster that had the skills and capability to mount such an operation. WFP Shipping Service was not stopping operations. What was happening was the start of a process of transition to commercial shipping services. How long this process would take to complete was unknown, as there were many stakeholders and several possible scenarios. Meanwhile WFP Shipping Service would continue to provide logistics coordination and support to all organisations engaged in the reconstruction and recovery programme for NAD-Nias.

Meeting Closed 12pm

The next user group meeting will be held at 1100 hrs on 25 August 2006.

