

**MEETING OF THE SEA USERS' GROUP
HELD AT THE UNORC MEETING ROOM
JL.JEND. SUDIRMAN No.: 15, GEUCEU – BANDA ACEH
ON
23rd. FEBRUARY 2006 AT 14:00 HRS**

Present:

<u>Name</u>	<u>Organisation</u>	<u>E-Mail Address</u>	<u>Telephone No:</u>
John Brady	BRR	mariposa.john@gmail.com	08126991098
Stuart Simpson	IOM	ssimpson@iom.int	0812 698 8037
John Elfi	CRS	Jelfi@id.seapro.crs.org	08126959433
Emilieu Kesse	IFRC	Emilienne.kiesse@ifrc.org	0811734694
Derrick Chisenga	IFRC	derrick.chisenga@ifrc.org	081316766051
Jens Baekholm	WFP SS	Jens.baekholm@wfp.org	08121003598
Michael Whiting	WFP SS	Michael.whiting@wfp.org	0811 987 365
Peter French	WFPSS	Peter.french@wfp.org	0811987403
Joergen Brodersen	WFPSS	Joergen.brodersen@wfp.org	08126988093
Zhen-Zhen Huang	WFPSS	Huang.zhen-zhen@wfp.org	0812 6991221
Junaidi Abdillah	ACF	acflogi@yahoo.fr	081533763409
Simon Foster	CONCERN	simon.foster@concern.net	081360414709
Ahmad Rizal	UNDP	ahmad.rizal@undp.org	08126927210
Barbara Riestler	American Red Cross	riestler@amredcross.org	081319620388
Kurniawan Efo	UNDP	kurniawan.eko@undp.org	0818930016

Not Present:

Theofilus	CWS	theofilus@cwsindonesia.or .id	081360560570
Marg Maachi	MERLIN	-	081360596239
Made Ichiwara	Aceh Relief Planning	madeichiwara@yahoo.com	081534241234
Alex Roberts	Alliance/CARE	alexroberts@fastmail.fm	0812 6989490
Muhammad Salim	ARC	msalim@redcross.org.au	081360432012
Alesandra Efron.	Australian Red Cross	aefron@redcross.org.au	081375262584
Syafrin	IRC	syafrin@it.theirc.org	08126991231
Jamil Jonie	WFP	Jamil.jonie@wfp.org	08126902088

H. Gaarder	CARDI/NRC	nrclog@indonesia.nrc.no	0811926690
Enrico Carsano	UNOPS	enicoc@unops.org	081360399674
Larisa Mrnkova	OXFAM	lmrnkova@oxfam.org.uk	081360411896
Jaimon Thomas	OXFAM	jthomas@oxfam.org.uk	
Maureen	British red cross	bmaureen@brcs.or.id	081360382075
Arie Parikesit	UNDP	Arie,parikesit@undp.org	
Hadrami	WHO	elye@aceh.who.int	08121001400
Martin Ede	American Red Cross	ede@amredcross.org	0812698507

Introduction

1. Jens BAEKHOLM, Operations Manager, WFP Shipping Service opened the meeting with an over-view of WFP Shipping Services. The marked increase in bookings was highlighted. Emphasis was again laid on the inclusion of WFP Shipping Service in the planning activities of users. A surge in traffic in the next 3 to 4 weeks was anticipated, and it was recommended that users should ship any cargo that was ready to be shipped as soon as possible, rather than to wait until later when capacity may be tighter.

ITEM 1: ADOPTION OF MINUTES OF SEA USERS' GROUP (SUG) MEETING HELD ON 17 FEB 06

3. There were no comments on the minutes of the previous minutes, and they were adopted.

ITEM 2: REPORT ON THE VESSELS CURRENTLY ON CHARTER

4. As at 23 Feb 06, WFP Shipping Service has 4 vessels on charter. Their 5th vessel, the LCT Nakita, will be taken on charter on 24 Feb. On 05 Mar, a sixth vessel would be on charter.

ITEM 3: REVIEW OF COMPLETED SHIPMENTS

4. WFP Shipping Service has shipped 1,174.61 metric tons equivalent to 6,526.25 cubic meters. The apparent disparity between the weight and cube is caused by the fact that much of the cargo is roll-on/roll-off (RO/RO) traffic.

6. Last week the meeting was told that a Pipeline Management Form had been created to project the probable shipments over a three month period. Potential users were asked to use estimated figures to allow WFP Shipping Service to plan ahead. WFPSS will then categorize the forecasted cargo into high, medium and low possibility.

Not one completed form had been returned.

ITEM 4: PLANNED SHIPMENTS

7. WFP Shipping Service has

ITEM 5: REPORT ON THE VISIT TO SABANG

8. Peter FRENCH reported that a group from BRR, UNDP and WFP Shipping Service visited Sabang on 21 Feb 06. The purpose of the visit was to review what progress had been made on Sabang, and to establish how soon it could be used as a hub for shipments to the west coast of Aceh, and the islands of Simeulue and Nias. John BRADY had been of great help in bringing the various interested parties together for the visit.

9. Badan Pengusahaan Kawasan Perdagangan Bebas (BPKS) is the management board of Sabang Free Port and Free Trade Zone. It has a secondary, operational port authority under it, Pelindo. It is BPKS with whom WFP Shipping Service would be dealing.

10. BPKS is in the process of negotiating a joint venture with Dublin Ports who also attended the meeting. Two representatives of Dublin Ports, their Head of Operations Seamus McLoughlin and HR Kevin O'Driscoll combined the meetings with other meetings in Jakarta. It was very useful to meet with them and to be able to share our plans and to learn of theirs. They are working on a 15/20 year joint-venture on a 50/50 basis with Dublin investing and assisting with training / management, and importantly for us, locating a management team at Sabang to work with BPKS. Both Jens BAEKHOLM and Peter FRENCH were positively impressed with Dublin Ports – whilst they obviously need to turn a profit from the venture, they had the right attitude in terms of their approach. Kevin O'Driscoll had lived in Indonesia for several years and in response to the Tsunami galvanised the company to provide humanitarian assistance, building a school in Banda Aceh. This school is already completed and functioning - a testimony in itself.

11. Dublin claim that the port will be ready for container traffic in 6 weeks time i.e. early April, 2006. They will be procuring a large mobile crane immediately, which they expect to have on site in 3 months. In the interim they have asked whether the Shipping Service can make a crane available until theirs arrives. We have agreed to do so, which was an easy gesture in the sense that we anyway would need to locate a crane at Sabang to handle the cement and any temporary shelters which may be moved through there.

12. Dublin will eventually develop the port to the extent of adding another 300 m of quay. Their longer term plans are quite ambitious in terms of developing regional services and creating a Batam-like industrial complex on neighbouring islands.

13. There was a large contingent of UNDP specialists, including the Head of Office of UNDP in Aceh, one senior Port Engineer and two junior engineers. UNDP have

signed contracts with the port authority to permit them to proceed with a varied work plan including :

- cleaning and levelling the site behind the quay. Concreting the area between the two pads and building immediately, a gravel road and latterly a concrete road to the pad, with access at both ends - simple gravel road and access to clean pad within a few weeks.
- demolishing the first line of tin sheds between the open pad area and the access road from the street. - completion in a few weeks.
- demolishing the fence and building a new one.
- increasing the size of the quay area by infilling behind the existing quay and the pad area.

14. LCT Ramp - the best location is at the far end of the quay area, which lends itself to easy ramp construction and the use of the existing quay as a bollard. There is some conjecture over whether the land area is already assigned to the building contractor - UNDP is checking this - if it is we may have to use the area at the other end of the existing quay, which is not as desirable but still workable. - once the site is clarified, agreed that a simple rock, sand and concrete structure would be built asap - within weeks.

15. WFP Shipping Services made it clear what was on offer in the way of equipment, inducing vessels to call, arranging landing craft and chartering of the cement vessels, and materials handling equipment

16. Also made it clear what was wanted of them :

- a secure space to store the cement - depending upon whether the cement is shrink wrapped, (awaiting news,) we may need a covered area. John Brady is arranging RubbHalls. - the existing open area is not enough to deal with the volume foreseen unless turn around is rapid. Waiting further details from BRR on this aspect (including the split between Sabang, Banda Aceh and sub-ports en route)
- a firm date when the port would be ready to handle containers - [early april](#) .

Summary

19. It is a good thing for the Shipping Service that Dublin Port is involved. They know what they are doing and are keen to move quickly. We should be able to work well with them. UNDP appear focused and serious in terms of proceeding with the plans for development of the Port. If there is a weakness it is in the contracting chain from the port to the actual contractor. The quality of work completed to date in that area is not impressive and unless there is close attention to the ongoing works, they may well end up with a similarly poor outcome, which would be disappointing after all the effort to bring it to fruition.

20. In conclusion, Sabang will soon be a realistic option.

ITEM 6: CARRIAGE OF TRUCK DRIVERS ON WFP SHIPPING SERVICE VESSELS

21. To relieve the pressure on the precarious road system, much cargo was now being moved from Medan (Belawan) to Banda Aceh and certain west coast of Aceh destinations. This cargo was being moved as RO/RO cargo. The drivers of the trucks were currently being moved from Medan to the west of Aceh by air. This was necessary because there was insufficient safety equipment on the LCTs.

22. Life jackets and additional life rafts had now been purchased. WFP Shipping Service legal staff and the insurers had demanded that Letters of Indemnity be signed by the employers of the drivers. A copy of the letter of indemnity to be used is attached.

ITEM 7: INTRODUCTION OF A PRIORITY SYSTEM FOR SEA FREIGHT

23. Currently, the WFP Shipping Service has more capacity than cargo to move. The indications are that this situation is likely to change in the next 3 weeks or so. To enable the service provided a transparent and even-handed service in such circumstances, it is appropriate that the Users' Group establish a set of priorities. The meeting was reminded that there was no limit on the amount of freight that was shipped by any particular agency or NGO. It was proposed that consideration be given to the following model, so that a decision on a priority system could be agreed at the next meeting:

Priority 1	:	Construction material, aviation fuel, diesel, shelter materials, WATSAN equipment.
Priority 2	:	Food, generators, vehicles, staff support equipment, spare parts.
Priority 3	:	Communications and IT equipment.
Priority 4	:	Medical (medicines, vaccines, urgent medical equipment).
Priority 5	:	Programme support.
Priority 6	:	Office supplies, furniture.

24. The priority system would be reviewed every month, or more often if necessary. The system will only be imposed when the demand for cargo space exceeds capacity. No bias will be given to any agency; the service will remain strictly 'first-come-first-serve'.

ITEM 8: DATE OF THE NEXT MEETING

25. The next meeting was scheduled for 11:00 hrs on Friday 3rd March, 2006 in the UNORC Meeting Room at Jl. Jend Sudirman No.15, Geuceu-Banda Aceh.

Attachments:

- Pipeline Planning Form.
- Pipeline Bookings.
- Letter of Indemnity.