

LOCATION: Kathmandu, Nepal

DATE: 15 June 2015

Situation Overview

- In the framework of the Remote Access Operations, ground assessment, rehabilitation and/or porter/pack animal transport will be provided in remote locations in the five districts of Gorkha, Sindupalchok, Dolokha, Dhading and Rasuwa.
- The Logistics Cluster is working together with the Government of Nepal and relevant authorities on clarifying the new custom procedures to facilitate smooth operations on behalf of the humanitarian community.
- UNHAS assessment missions have been ongoing to identify potential landing zones in areas for airlift as well as to support porter operations.
- Prioritization for cargo and geographical areas are under review at interagency level in order to align logistics services with evolving operational needs.

Air Transport and cargo handling

Humanitarian Staging Area (HSA)

- To date, 22,800 m² (6,505 mt) of cargo has been facilitated through the Logistics Cluster during the Nepal response for 104 UN agencies, INGOs and NGOs.
- The fleet in Kathmandu currently consists of 15 trucks (12 trucks with a 21mt capacity and three with a 10mt capacity). According to needs this can be changed to 10, 5 or 3mt trucks as the monsoon season begins.
- Thirty to thirty-five 3 mt off-road trucks as well as tractors are operating on a daily basis from Deurali, while Chautara maintains six off-road vehicles for common transport.
- While some humanitarian cargo for UN agencies and INGOs is still expected to arrive by air into Kathmandu International Airport (KTM), the majority of all relief items are currently entering Nepal from India by road. The flow of cargo through Kathmandu International Airport (KTM) has greatly reduced and congestion is currently not an issue.

Customs

- Customs currently remains a major operational constraint for the majority of humanitarian organisations in the Nepal participating in the Nepal Earthquake Response. Many organisations have goods blocked in customs and others are freezing their pipeline until more clarification is forthcoming. The Logistics Cluster is addressing these issues at government levels
- A meeting was held on 15 June at the HSA with the Joint Secretary of the Ministry of Foreign Affairs, the Under-Secretary of the Ministry of Home Affairs (MoHA), the Chief Custom Administrator and participants from the Logistics Cluster, the Shelter Cluster, WHO, NGO representatives and donors. Current customs procedures and issues were discussed. The Logistics Cluster will report back to partners at tomorrow's meeting (Tuesday 16 June at 11:00 am at the HSA).

UNHAS

- Four UNHAS-operated MI8 helicopter (2-2.5MT cargo capacity) mainly dedicated to cargo transport are currently in country. Two AS 350 helicopter for assessment missions/evacuations (max 4

passengers) are also operational.

- Assessment missions have been ongoing to identify potential landing zones in areas for airlift as well as to support porter operations. These assessments take into consideration the fact that many roads will recede during the monsoon season and more areas will be inaccessible.
- From the beginning of the operation, UNHAS has carried out 1,012 sorties to 94 different locations. 1161 passengers and 512mt of cargo have been transported on behalf of 57 organisations.
- Prioritisation for airlifts will take place under the list of priorities established by the HCT and the HC in accordance with the mandate of the common services.

Logistics hubs and storage

- Current total storage capacity offered in country to the humanitarian community amounts to over 9,160 m² in Kathmandu, Deurali (Ghorka District), Chautara (Sindhulpachok District), Bharatpur (Chitwan), Dhulikhel (Kabhrepalanchok District), Bidur (Nuwakot District) and Dunche (Rasuwa District), Charikot (Dolawa District).

Kathmandu

- The HSA has eight Mobile Storage Units (MSUs) available for short-term storage for the humanitarian cargo that continues to enter through KTM. The **Dhulikhel** hub, managed by Logistics Cluster partner organisation Handicap International, has an additional four MSUs for medium-term capacity.

Chautara

- Four MSUs are available for common storage to position cargo for local operations. Due to the rough terrain of this location, no additional space is available to increase storage capacity.

Deurali

- Seven MSUs are operational in **Deurali**, with large quantities of cargo in turnover.

Bharatpur

- The staging area in **Bharatpur** has four MSUs in place to handle inbound cargo from India as well as to provide additional storage capacity for the operation. WHO is currently using some capacity to prepare kits for 50 mobile clinics to be established with the support of the common services and WFP Engineering.

Satellite hubs

- Satellite hubs are being established in forward locations to support last mile transport and are operational in Bidur (Nuwakot District), Dunche (Rasuwa District) and Charikot (Dolakha District). Dhadinghesi (Dhading district) is still to be determined depending on feedback from partners as to whether this is the best location for such a facility or whether another location may be more appropriate to suit partners' needs.
- For all common transport and storage services please note the Service Request Form (SRF) is available at: <http://www.logcluster.org/document/nepal-service-request-srf>.

Road Access

- Organisations are requested to provide feedback on any available information on the Logistics Cluster access map. This map also serves to determine the criteria for air transport, so if areas

marked as accessible by road are in fact unsafe, this should be reflected as soon as possible. The latest Access Constraints Map updated each time changes are reported can be found at this link: <http://logcluster.org/map/central-region-access-constraints-map-11-june-2015>.

- Missions both by air and with international mountaineers (Remote Access Operation) as well as the local mountaineering and trekking associations, have been ongoing to conduct post-earthquake assessments of the main trekking trails.

Remote Access Operations

- In the framework of the Remote Access Operation, rehabilitation and/or porter/pack animal transport will be provided in remote locations in the five districts of Gorkha, Sindhupalchok, Dolokha, Dhading and Rasuwa. The Remote Access Operations is a three-phase project which is underway to provide last mile transport into otherwise inaccessible and high altitude locations. The first phase entails an assessment of the trekking and community trails in order to establish the need for repairs to ensure security. Phase two is the rehabilitation of the trekking trails, many of which require substantial work due to earthquake damage and landslides. The third phase is the transport of food and Non-Food Items (NFIs) into the mountain areas using porters and pack animals. This operation is designed to complement ongoing road and air transport, and to provide a sustainable alternative to air transport since helicopter operations will eventually be scaled down.
- The overall goal of this project is not only to provide immediate essential supplies to sustain people through the monsoon season that has now begun, but also to help move these stricken areas towards recovery much faster than could otherwise take place.
- The rehabilitation of three routes is now underway in the Gorkha District, two in Dholaka and one in Sindhupalchok. Major repairs are also expected to begin soon in the northern Dhading trail, which serves 13 Village Development Committees (VDCs). The trail rehabilitation programme is expected to involve 540 man-days per ward carried out by workers designated by local administrative units (wards). Some diversion and redirection work will take place following the monsoon season to stabilise the trails.
- Mapping of the trails is also underway to facilitate these operations. These maps are available at: www.logcluster.org/ops/nepal.
- Organisations requiring transport to remote locations through the porter transport operation are invited to contact the Logistics Cluster to discuss their project. A formal request must also be submitted via the usual SRF procedures.

Coordination/Information Management/GIS

- Prioritization for cargo and geographical areas is under review at interagency level in order to align logistics services with the most urgent operational needs as these evolve.
- Logistics Cluster Cells are in place in Kathmandu, Deurali (Gorkha District) and Chautara (Sindhupalchok District), with weekly coordination meetings.
- So far, over 250 participants from more than 110 organisations have attended Logistics Cluster coordination meetings.
- Information Management, GIS, Operation and Cargo Tracking Officers have been deployed to Kathmandu.
- Updated logistics information and maps are shared via the Logistics Cluster Nepal Operation

website: <http://logcluster.org/ops/nepal> and via a dedicated mailing list.

Other Logistics Gaps or Bottlenecks

- Air capacity is expected to be hampered by adverse weather conditions during the monsoon season.
- In light of the start of the monsoon season, trail conditions are expected to deteriorate, slowing down both rehabilitation and last mile transport using porters.
- Major bottlenecks at customs continue to be one of the most severe constraints of the overall humanitarian response in Nepal.

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