

Logistics Assessment Report

1 - 3 December 2007

Logistics Assessment of Barisal, Patuakhali and Barguna
Cyclone Sidr emergency response



SUMMARY

- Many local storage options available through district authorities and local NGOs.
- Local roads in the districts are narrow, accessibly only for pickups or trucks up to 3MT.
- Local road transport capacity varies day by day; but does not seem to be a constraint.
- Most transport to Unions must be done by boat; barges of 3 – 8 MT capacity.
- Barisal & Patuakhali docks can handle boats and barges from Cittagong
- Bargunas' boat capacity is limited to maximum 60 MT vessels.
- 70% of the final leg of distribution must be done by boat. A shortage of boats may occur in both Patuakhali and Barguna districts.
- The 3 ferry crossings between Barisal and Patuakhali / Barguna may become a bottleneck in the coming weeks.
- Recommendations and contact list are provided at the end of this report.

BARISAL

1. Storage

- The government is willing to facilitate temporary storage in LDS's¹. SCF and IFRC have rented temporary storage. Contact through R.C. Food.
- Food LSD has 28 units (1000 MT each²), 18 vacant at a location which river access. Plus 3 units vacant at another location near the fertilizer storage. The agriculture LSD has three units of which 1 (2000 MT) vacant, next to the river with a dock.

2. Transport by road

- Transport are contracted per trip, no fixed rate, availability varies day by day.
- SCF provided contacts of 4 transporters operating locally.
- At Upazilla level at the 'truck owners association' trucks can be found.
- The Gov. relief coordination cell experienced a shortage in daily labor for loading.

3. Port

- One dock is owned by the government and can be used for relief operations, several others are operated by private companies.
- Details :
 - Length : 30 meters
 - Water depth : +/- 60 feet, depending on the tide and the season
 - No infrastructure except the jetty; no possibility to offload containers
 - Can handle both boats & barges directly from Cittagong
- Contact :
 - Bangladesh Agriculture Development Cooperation (BADC)
 - Access should be negotiated at the Head of BADC level in Dhaka

4. Boats

- Refer to contacts list for local boat contractors

PATHUAKALI

1. Storage

- The district commissioner of Pathuakali can facilitate temporary storage in LSD's, including contact with local transporters. Contact through his assistant.
- Food LSD includes 3 x 500 MT with river access at 120m distance.
- The food LSD across the river 2x500 MT is prone to flooding; not recommended.

2. Transport by road

- Most roads around Pathuakali are too narrow for trucks over 3 MT capacity.
- Trolley's; 3 wheeled vehicles can be used; max. capacity 1,5 MT.

¹ LSD; Local Supply Depot

² MT; Metric Tonnes

- Road Barisal to Pathuakali: tarmac, 2 lane, good condition, suitable for large trucks (20 MT capacity). This road has two ferry crossings.
- NGO Annesa provided contacts of transporters operating locally.

3. Port

- Length : 90 meters
- Water depth is only 7 to 8 feet average, 12 during raining season
- No infrastructure except the jetty; no possibility to offload containers
- Can handle both cargos³ (up until 720 MT) & barges (until 3500 MT) from Cittagong

4. Boats

- The district commissioner of Pathuakali can facilitate river transportation, including contact with local trawlers owners. Contact through his assistant.
- Nevertheless, trawlers can be contracted individually at the riverside.
- Barisal shipping contacts can provide boats in Patuakhali as well.

BARGUNA

1. Storage

- The Assistant commissioner of Barguna can facilitate temporary storage in LSD's, including contracting boat transport. He is at the DRR office.
- In most of the 38 unions of Barguna temporary storage can be made available.
- Food LSD included 3+4 units (500 MT each), 1 was half full.
- Agriculture LSD (fertilizer), 1 unit 3000 MT, 5% used, river access at 40m distance.
- Parishad union has an LSD with 2 floor, total 4000 MT capacity, empty. (contact UNO)

2. Transport by road

- Same restrictions as Pathuakali. Most onwards transport must be done by boat.
- Road Barisal to Barguna; junction after the first ferry from Barisal (in Boalia union, Bakegong upazila). Left is to Pathuakali and Barguna; turn Right is to Barguna; no more ferry crossing. This road is very narrow; only suitable for cars and pickups, not for trucks. Tarmac road with some damage before Barguna (km 29). Small, narrow bridges.

3. Port

- No dock present, only landing sites for vessels from 3 up to 60MT
- Cannot receive boats from Cittagong
- Depth of the river : from 5 to 15 feet, depending on season and tide
- Amtali – Barguna ferry point can be used as transshipment point for boats over 60 MT.

4. Boats

- Barguna may face a shortage in local boats (3 to 8 MT local trawlers)
- Contracts can be made through the assistant commissioner, see contacts list

THE FERRIES

The ferries can be a potential bottleneck for the relief operations:

- Some trucks drivers are reluctant to go to Barguna district due to increasing waiting time.
- District authorities advise to cross the rivers during the night time. No restriction exists for night driving
- The minister of Roads and Communications has instructed the ferries operators to give priority to relief operations.
- All ferries are government owned. Managed by the Ministry of Roads & Communications; Department of Roads & Highways, Division of Ferries.

1. Ferry #1 JALAKHATI :

- Managed by only one ferry, 24 hours/day
- Approximately 20 to 30 minutes to make the river crossing
- Waiting time : average less than 30 minutes
- Maximum capacity of 60 MT / trip (taking security into account)
- Estimated capacity /day : 600 MT/day (= 40 trucks of 15 MT)

³ Cargo = sea freighter up to 750 MT

2. Ferry #2 BAKERGANJ - PATUAKHALI :

- Managed by only one ferry, 24 hours/day
- Approximately 30 to 40 minutes to make the river crossing
- Waiting time : average less than 30 minutes
- Maximum capacity of 60 MT / trip (taking security into account)
- Estimated capacity /day : 600 MT/day (= 40 trucks of 15 MT)

3. Ferry #3 BARGUNA – AMTALI :

- Managed by only one ferry, 24 hours/day
- Approximately one hour to make the river crossing
- Waiting time : can take 1,5 to 4 hours
- Maximum capacity of 60 MT / trip (taking security into account)
- Estimated capacity /day : 250 - 300 MT/day (= less than 20 trucks of 15 MT)

IDENTIFIED GAPS:

1. Boat availability

- There is a shortage of boats to access the remote distribution sites.
- Limited number of shipping agencies to centralize the offer.
- At upazila level, boat rental has to be negotiated on the spot. Payments in cash.

2. Ferries

- Total time to cross a river can take up to 5 hours.
- All the ferry services are operating again, with 1 ferry per crossing point (except for Jalakhati).
- The capacity of the ferries is limited. The Amtali – Barguna ferry is the main constraint.

RECOMMENDATIONS:

1. Send the goods directly by boat from Chittagong to Barisal, Patuakhali or Barguna

- Both boat and ferry availability are potential bottlenecks, therefore it is advisable to ship directly from Chittagong to Patuakhali or Barisal where port infrastructure is sufficient to host cargos (→ 750 MT) and barges (→ 3500 MT). For Barguna, the transshipment point should be at the Amtali ferry launch.

2. For the Ferries division: to add a second ferry at the Amtali-Barguna river point.

- The district commissioner of Pathuakhali has contacted the Ministry of Roads & Communications and confirmed that the Ferry division is willing to expand the capacity, if needed.

3. To use the existing storage and transport facilities, contact local NGOs & authorities.

- Local authorities & NGOs are willing to provide support for relief operations.

4. WFP to facilitate logistics coordination in Barisal.

- WFP can facilitate logistics coordination and communication with the division authorities for the humanitarian community in Barisal.
- At time of the assessment NGO presence was not centered in Barisal. In case more INGOs base their operations in Barisal it is recommended that WFP calls a regular logistics coordination meeting.

If you have any suggestions or updates for contacts or logistics in the assessed districts, please contact: El-Fatih Bakhiet, Chief Logistics, WFP Dhaka. Email: el-fatih.bakhiet@wfp.org

Attachment: Contact list
(3 pages, BGD_071205_Barisal-Patuakali-Barguna-local-contacts.doc)