Overview

Libya experienced an unprecedented level of upheaval and violence following anti-government protests that began on 17 February, 2011. As a result of heavy fighting across the country, significant numbers of people were displaced within Libya and into neighbouring countries. The conflict rendered most areas west of Benghazi inaccessible by road, while air access was also limited by the establishment of a no-fly zone.

To overcome logistical obstacles, especially access constraints, and to enhance the operational efficiency of logistics activities undertaken by the humanitarian communities, on 12 April 2011 the Humanitarian Coordinator activated the Logistics Cluster, with WFP identified as Cluster lead.

The Logistics Cluster’s objective is to promote an effective and efficient logistics response to emergencies; through the provision of coordination, information management, and common services where gaps in logistics capacity exist. In response to the Libya crisis the Logistics Cluster: actively coordinated with partner organisations, UN Agencies, and donors; facilitated air transport; and, to fill identified gaps in the humanitarian logistics operation, provided common storage/transportation services.

More specifically, the Logistics Cluster provided marine transport to Libyan ports, worked closely with UNHAS to provide air transport services for passengers, coordinated road transport into and within Libya, facilitated the provision of storage capacity for relief items from humanitarian organisations, and liaised with governments in the region and the NATO forces implementing the no-fly zone.

Operations: Cargo Types

Depending on the request received, and the area of operation, logistics support was provided to partners using various means of transportation (commercial and humanitarian) including: overland, marine, and air from neighbouring countries. The quantity of humanitarian cargo transported during the operation via the Logistics Cluster totalled 21,600 m³.
Sea Transport

To deliver life-saving relief assistance in a rapid and coordinated manner, the Logistics Cluster provided sea transport to, and between Libyan ports, from Malta and Tunisia. This service was made available to the humanitarian community at no cost to the user.

Since the beginning of the operation more than 18,130 m$^3$ of goods were transported on behalf of 34 humanitarian organisations on available/chartered ships including the WFP chartered merchant vessel *Fehim Bey*.

m$^3$ transported by category type

<table>
<thead>
<tr>
<th>Category</th>
<th>m$^3$ Transported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nutrition Items</td>
<td>42.0%</td>
</tr>
<tr>
<td>Vehicles</td>
<td>31.7%</td>
</tr>
<tr>
<td>WatSan</td>
<td>10.6%</td>
</tr>
<tr>
<td>Shelter Items</td>
<td>3.7%</td>
</tr>
<tr>
<td>ICT</td>
<td>0.5%</td>
</tr>
<tr>
<td>Medical Supplies</td>
<td>6.7%</td>
</tr>
<tr>
<td>NFI</td>
<td>4.8%</td>
</tr>
</tbody>
</table>

m$^3$ transported by user type

<table>
<thead>
<tr>
<th>User Type</th>
<th>m$^3$ Transported</th>
</tr>
</thead>
<tbody>
<tr>
<td>UN agencies</td>
<td>72%</td>
</tr>
<tr>
<td>NGOs</td>
<td>23%</td>
</tr>
<tr>
<td>Governments</td>
<td>5%</td>
</tr>
<tr>
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</tbody>
</table>

The *Fehim Bey*

In July 2011, in response to an urgent request from humanitarian organisations attempting to provide relief to the population of the cut-off city of Misrata, the Logistics Cluster began transporting aid workers and relief cargo into the city aboard the merchant vessel *Fehim Bey*. As a result of the conflict, Misrata had become inaccessible to the humanitarian community via ground transport and the volume of aid required to support the population could not practically be delivered by air.

The vessel completed 23 rotations between Benghazi and Misrata, with service extended to include Malta and Tripoli. At the end of October 2011 the Logistics Cluster discontinued its free shipping service; as the security situation in Libya became more stable, commercial shipping lines began to resume services to Libyan ports and overland routes west of Benghazi gradually opened. In total 539 passengers from approximately 50 different NGOs, UN and Donor Agencies, and media organisations made use of the *Fehim Bey's* passenger service.

The passengers transported on the vessel have represented some 37 different nationalities; with Libyan nationals accounting for approximately 55% of the total passenger count.
The United Nations Humanitarian Air Service (UNHAS) operation in Libya was established in May 2011. Due to insecurity in the region and the implementation of a no-fly zone commercial carriers had ceased operations, although passenger transport capacity was still required in order to support the work of the humanitarian community.

From 01 May to 30 October UNHAS transported over 4,700 passengers, representing 153 organisations, between Malta, Cairo, Benghazi, Tripoli, Misrata, Djerba, and Kufra. In response to the needs expressed by the humanitarian community for continued service into and within Libya UNHAS implemented a cost-recovery mechanism and continued operations for the month of November 2011, providing transport services to more than 500 passengers during this period.

UNHAS also ensured that humanitarian personnel deployed in these areas could be evacuated in the event of a medical emergency, or for security reasons.

Freight Air Transport

To ensure access to urgently needed relief items (Medical supplies, high energy foods, communications equipment, etc.) UNHAS provided light cargo air transportation service.

Approximately 18 mt of vital cargo was transported via UNHAS flights, including deliveries that required cold-chain capacity.
Road Transport

The Logistics Cluster offered road transport services on a cost recovery basis from Egypt and Tunisia into, and within Libya. In excess of 3,500 m$^3$ was transported on behalf of 14 organisations.

m$^3$ transported by category type

Storage

To ensure that an efficient and effective logistics operation took place in response to the Libya crisis, especially in locations where available infrastructure was limited, the Logistics Cluster coordinated the provision of warehousing space in Malta, Tunisia, and Libya to the humanitarian community.

Since 01 May a total of 3,060 m$^3$ was stored on behalf of 15 organisations, at no cost to the user.

m$^3$ transported by category type

Inter-agency Storage in Malta

From the onset of the crisis in Libya, the Maltese government was proactive in establishing Malta as a hub for humanitarian aid by actively supporting those organisations that set up operations in Malta.

The Government of Malta made 500 m$^2$ of covered bonded storage space available in Malta Freeport, and WFP made up to 1,000 m$^2$ of covered bonded storage space available through their contracted logistics provider.

Transiting cargo including armoured cars, medical supplies, ICT equipment, and other NFIs were stored in Malta.
Civ/Mil Coordination

A dedicated Civ/Mil coordinator based at first in Mons, Belgium and later in Naples, Italy (SHAPE/NATO) enabled the Logistics Cluster to effectively liaise with the NATO forces responsible for implementing the no-fly zone and for conducting marine patrols. This ensured the de-confliction of humanitarian cargo moved into Libya by sea and air.

Government Liaison

Throughout the course of the crisis in Libya the Logistics Cluster acted as a focal point for the humanitarian community to interact with governments and authorities across the region including Libya, Malta, Egypt and Tunisia. Information was collected and shared concerning port use, airport access, and customs procedures.

Information Management

Since the beginning of the Logistics Cluster operation in Libya a total of 182 logistics information products have been produced and shared with the humanitarian community through the Logistics Cluster website. These included maps, regularly updated situation reports, meeting minutes and vital and up-to-date information on ports, airports, roads, customs, and suppliers covering Egypt, Libya, Tunisia and Malta.

A Logistics Capacity Assessment (LCA) is also underway in Libya as part of a broader humanitarian needs assessment mission. This will, once completed, assist humanitarian organisations engaged in the work of early and long term recovery to make informed decisions concerning their logistics arrangements in Libya following the deactivation of the Logistics Cluster.

Coordination

In order to optimise the use of logistics resources and facilitate close communication between humanitarian actors responding to the crisis in Libya, four Logistics Cluster cells were established in support of the North Africa Crisis Response: Cairo (Egypt), Zarsis (Tunisia), Benghazi and Tripoli (Libya).

The Logistics Cluster held regular coordination meetings in all four locations, more than 62 meetings in total attended by representatives from more than 55 different NGOs, INGOs, UN Agencies, and donor governments.

Libyan international airports assessment

Liaising with local authorities in Sebha