Background

On 7 July 2014, the escalation of violence in Gaza led to the declaration of a humanitarian emergency by the United Nations Humanitarian Coordinator and the director of UNRWA Gaza who activated the UN contingency plan. Due to heightened vulnerability and instability within the Gaza Strip more than a quarter of the 1.8 million Palestinians living in Gaza were displaced.

There was an urgent need to create vital humanitarian space to allow humanitarian workers to carry out life-saving activities, for example, through regular and meaningful humanitarian pauses or corridors. Kerem Shalom Crossing, the only entry point for humanitarian goods from Israel into the Gaza Strip was, and continues to operate under heavy security. Certain items, such as spare parts for WASH infrastructure and medical equipment are restricted.

On 30 July, the Logistics Cluster was formally activated to facilitate, coordinate, and ensure delivery of life saving humanitarian assistance to the affected populations in the Gaza Strip. The Logistics Cluster worked to address the severe constraints that were impeding timely deliveries of life saving aid cargo. In order to fill the logistics gaps, the Logistics Cluster implemented a range of free services including transportation, storage, and coordination and information management. These services were made available for use by the humanitarian community.

Transport Services

In the two months since activation on 30 July, the Logistics Cluster has:

- Facilitated the transportation of 8,024 pallets of humanitarian relief supplies via 301 trucks on behalf of humanitarian organisations for distribution within the Gaza Strip.
- Supported 48 humanitarian organisations including Dura Countryside Women’s Society, Global Communities and the Arab Society for Rehabilitation.
- Facilitated the transportation of over 2,228 out of a total of 8,024 pallets with the Palestinian Authority for distribution within the Gaza Strip.
- Since 6 September, there has been an increase in cement and aggregate material transported into the Gaza Strip. The UN reconstruction mechanism agreement between Israel and the Palestinian Authority was signed on 16 September. Since then, humanitarian organisations have transported more than 250 trucks of reconstruction material into the Gaza Strip.

Graph 1: Number of pallets transported per day since activation (30 July), facilitated by the Logistics Cluster for distribution within the Gaza Strip (daily average – 220 pallets) (Source: Logistics Cluster)
Graph 2: Total Number of Pallets transported by sector type since activation of the Logistics Cluster (30 July)

(Source: Logistics Cluster, 2014)

Graph 3: Total Number of Pallets transported on behalf of organisation type since activation of the Logistics Cluster (30 July)

(Source: Logistics Cluster 2014)

Common Storage

- Five staging areas for cargo consolidation, palletisation and loading prior to transportation have been made available by the Logistics Cluster for use by the humanitarian community. The staging areas are located in Jerusalem, Hebron, Ramallah, Nablus and Ashqelon.

- Three dedicated warehouses have been secured by the Logistics Cluster for use as common storage for the humanitarian community inside the Gaza Strip. The warehouses are located in Middle Area/Gaza City (800 m² capacity), Khan Younis (600 m² Capacity) and Rafah (450 m² Capacity) where an additional refrigerated warehouse (40 m² capacity) is available.
Coordination/Information Management/GIS

In the two months since activation on 30 July, the Logistics Cluster has:

- Held eight weekly Logistics Cluster Coordination Meetings with partners attending in Jerusalem, Ramallah and Gaza City via video link.
- Shared 47 information products including meeting minutes, daily and weekly Situation Updates, Service Request Guidance and Logistics Cluster Concept of Operations (ConOps) via the dedicated Logistics Cluster mailing list and Gaza Operations page on the Logistics Cluster website: http://logcluster.org/ops/gaza14a
- Provided GIS mapping support, including publication of ConOps, Access Constraints maps and maps upon request for the humanitarian community.
- Coordinated the movement with COGAT (Coordination of Government Activities in the Territories) of 301 trucks from the West Bank and Israel into the Gaza Strip.
- Consolidated information on crossing points and liaised with relevant authorities to ease bottlenecks and investigate possible solutions to delays.

Logistics Gaps and Bottlenecks

Security Constraints:
- High levels of insecurity at the beginning of the operation impeded the timely delivery of lifesaving aid cargo and limited the availability of finding labour required to implement logistics services.
- Warehouses were damaged due to hostilities, limiting access and making distribution planning more difficult.
- Lack of safe and secure transportation including for the loading and offloading of items within the Gaza Strip.

Coordination constraints:
- The transportation of specific items such as spare parts for WASH, infrastructure materials and medical equipment into the Gaza Strip is restricted by Israeli authorities. A great need for coordination with relevant authorities to overcome these constraints is required and delays have occurred.

Crossing constraints:
- The majority of the cargo facilitated by the Logistics Cluster is shipped via the West Bank to Israel and into the Gaza Strip where major bottlenecks have occurred as humanitarian cargo added to regular commercial transportation.

<table>
<thead>
<tr>
<th>Crossing</th>
<th>Description</th>
<th>Issue</th>
<th>Impact</th>
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<tbody>
<tr>
<td>Betunia</td>
<td>West Bank / Israel&lt;br&gt;Most suitable crossing for cargo loaded in Ramallah</td>
<td>Limited capacity for security procedures and equipment (approx. 30-40 trucks per day)&lt;br&gt;Limited opening hours for trucks travelling to Gaza, trucks must leave Betunia before 11am to reach Kerem Shalom in time</td>
<td>Out of 105 trucks loaded in Ramallah, 49 successfully crossed Betunia.&lt;br&gt;56 trucks were redirected.&lt;br&gt;Redirection incurs extra costs (Share Ephraim: 300Nis per truck and Tarqumia: -/+400 Nis per truck)</td>
</tr>
<tr>
<td>Tarqumia</td>
<td>West Bank / Israel&lt;br&gt;Alternative crossing to Betunia</td>
<td>Complex security procedures&lt;br&gt;Increase in cargo processing requirements because of trucks redirected from Betunia</td>
<td>Delayed trucks arrive late at Kerem Shalom crossing and are forced to cross the following day&lt;br&gt;Delays incur additional costs (see Kerem Shalom section).</td>
</tr>
</tbody>
</table>
### Gaza Emergency
#### Two Month Overview
30 July - 30 September 2014

**Share Ephraim**
- West Bank / Israel
- Northern alternative to Betunia
- Temporary closures due to technical issues
- Increase in cargo processing requirements because of trucks redirected from Betunia
- Delayed trucks arrive late at Kerem Shalom crossing
- Delays incur additional costs (see Kerem Shalom section).

**Kerem Shalom**
- Israel / The Gaza Strip
- Only available crossing point
- Temporary closures incurred delays for cargo delivery.
- Trucks must arrive before 1:30 pm in order to process security checking and cross. Otherwise, they are delayed until the next day.
- The Logistics Cluster has been gathering data and liaising constantly with relevant authorities in order to investigate solutions to the crossing bottlenecks. Possible solutions include extending opening hours and ensuring prioritization procedures.
- Delayed trucks are forced to wait until the following day to cross Kerem Shalom.
- Delays incur additional costs (1,500 Nis per truck).

**Rafah**
- Egypt / The Gaza Strip
- Access available to a limited number of humanitarian organisations and dependant on a complex negotiation process

### Prioritization of constraints:
Pressure at crossings has caused unpredictable cargo prioritization procedures and has delayed supplies of urgent humanitarian relief. The Logistics Cluster advocated coordination with other Clusters and organizations regarding prioritization, and a prioritization system was set up to inform about specific requirements. The Logistics Cluster also liaised with relevant authorities in order to prioritize humanitarian cargo.
Trends in Total Truck Movements into the Gaza Strip via Kerem Shalom from the start of the Gaza Emergency (8 July)

Maximum Crossing Capacity

(Logistics Cluster Activation (30 July), Ceasefire Declaration, Construction)

(Source: ACU 2014, Logistics Cluster 2014, OCHA 2014)

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