Situation Update

- An earthquake measuring at 7.4 RS at 10km depth was followed by a tsunami, impacting Palu City and Donggala Districts in Central Sulawesi Province in Indonesia on 28 September 2018. A high number of aftershocks have occurred in the time since the initial quake, and are still continuing.

- The official death toll now stands at 1,234 and more than 48,000 people have been displaced although these figures are expected to rise as further information becomes available. It is estimated that 1.5m people have potentially been affected by this event across six regencies and 85 districts.

- The Government is coordinating the response and is accepting offers of foreign assistance that meet their specific needs and requirements such as air transportation, tents, generators, water treatment items and field hospitals. The AHA Centre is currently coordinating offers of assistance on behalf of the Indonesian government.

- The main identified needs are water, food and nutrition, WASH, medicines and primary healthcare, psycho-social support, feminine hygiene kits and NFIs.

- There are widespread power outages and severe fuel shortages.

- Telecommunications are generally unreliable, with little to no 3G signal available in many areas.

- Foreigners must request approval from authorities to travel to Sulawesi.

- WFP, as the lead agency of the Logistics Cluster, is working with the HCT on rapid assessments and has been requested to provide technical assistance to BNPB, the national Disaster Management Agency. Two logisticians, embedded with the government, have been deployed to the affected area with more to follow. The Logistics Cluster has also deployed a Logistics Cluster Coordinator and Information Management officer who are expected to arrive within the next 24-48 hours.

Logistics Infrastructure

- AIRPORTS
  - The airport in Palu is operational but at reduced capacity. The airport terminal has been damaged, and the roof has collapsed. The usable runway length has been reduced to 2,000 metres allowing only C130
aeroplaness and below to land. There is also a maximum payload of 10,000 kg. The airport is currently open for emergency purposes only.

- There is a power issue at the airport which is resulting in very limited ATC and radio function.
- It is reported that there are currently no ground handling agents, and no high deck loader. It is estimated that unloading time is approximately 3 hours based on the availability of sufficient man power.
- Due to severe lack of fuel, flights should carry sufficient fuel for the return journey.
- Security is becoming an issue at the airport as large numbers of people, estimated at around 5,000, gather in an attempt to leave the area.
- Mamaju and Luwuk Banggai Airports suffered damage to their tower buildings but both are still operational. Toli-Toli and Poso airports were not affected.

**SEA PORTS**

- According to the Ministry of Transportation, harbours in the Pantoloan area can be accessed and the Palu port is partially operational (for loading and unloading), after the quay crane collapsed. Roads to the port in Palu have tsunami debris but are still accessible, and there are rising concerns about security.
- There are three forklifts (1 x 7T, 1 x 5T and 1 x 3T) but fuel shortages mean that manual loading and unloading is currently required.
- There are two warehouses at the port, each with a capacity of 1,000 m².
- Wani Port buildings and docks were damaged. Ports in Ampana, Luwuk, Belang-Belang and Majene did not sustain any damage and are still operational.

**ROAD ACCESS**

- Severe damages to roads and bridges are hampering relief efforts.
- According to BNPB, areas in South Palu are still inaccessible and there has been severe liquefaction. Landslides have been reported from Toboli to Palu.
- From Donggala to Mamuju, 80% of roads have been damaged or buried in earthquake and tsunami material, blocking access.
Road conditions are poor, especially between a three kilometre stretch at 240km from Mamaju towards Palu.

Upon entering Palu, there are several broken road points so vehicles are often diverted to alternative lanes. These alternative routes are partly asphalted and heavily damaged, often making it difficult for medium-sized vehicles (e.g. trucks) to pass.

- **FUEL AVAILABILITY**

  There are severe fuel shortages. Usually, fuel would arrive into the area by sea via Donggala but due to accessibility issues, fuel can only be transported by road at this point.

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