
LOCATION	Tunis
DATE	16 July 2019
CHAIR	Logistics Sector
PARTICIPANTS	FAO, IMC, Mercy Corps, MSF-France Première Urgence Internationale, UNFPA, WFP, WHO
ACTION POINTS	<ul style="list-style-type: none">• Partners to inform the Logistics Sector if they are presented with new requests during the import procedures.• Partners to share their most-used routes with the Access Working Group or with the Logistics Sector.
AGENDA	<ol style="list-style-type: none">1. Logistics bottlenecks faced during the ongoing response2. Import procedures3. Access Working Group4. UNHAS5. Gaps and Needs Analysis6. AOB

1. Logistics bottlenecks faced during the ongoing response

Situation Update

- Fighting around Tripoli has been ongoing since the beginning of April and the security situation remains volatile.
- Partners raised the need to have clarity on required documentation to be carried by drivers when transporting humanitarian cargo, especially when crossing areas under the control of different authorities.
- Some partners reported a decrease in fuel availability in Tripoli during July, though organisations continue to operate as normal. No issues in fuel availability were reported in Benghazi, while in the Nafusa mountains areas (Gharyan, Zintan, etc), challenges persist.

Storage

- Humanitarian organisations requiring temporary storage capacity, and when the local market is not able to meet needs, can contact other humanitarian organisations to explore the possibility to share available storage capacity.
- WFP can provide temporary storage capacity on a full cost-recovery basis. Capacity, location, terms and conditions of the services to be discussed with WFP Logistics directly.

Transport

- Tripoli, Misrata, Benghazi and Tobruk ports are open and operational.
- Participants confirmed that commercial companies are still operating throughout the country. Movements with refrigerated trucks are also available through the commercial sector.
- Organisations are able to deliver humanitarian cargo in the south-east and south-west of the country using commercial companies. It was noted that companies prefer to minimise number of stops during transportation, and as such trucks should have enough fuel for the entire route at departure.

2. Import procedures

- Additional requests during importation of humanitarian cargo continue to result in delays in the import process. Partners are asked to inform Logistics Sector of any new requests that arise.
- Participants were informed that the legalisation of the shipping documents from the Libya mission/embassy in the country of origin of the cargo is no longer a requirement, as per decree from Ministry of Finance addressed to Customs. This information has been shared with the mailing list.
- Partners receiving cargo at Misrata port are experiencing quicker clearances in relation to sampling and testing, compared to Tripoli and Benghazi port.

3. Access

- The Access Working Group (AWG) representative reiterated that the group, co-chaired by Mercy Corps and OCHA, is collecting information from partners on access constraints, with the goal of commonly addressing identified challenges.
- The most recent AWG meeting was held on 15 July. Interested organisations are welcome to attend future meetings, which take place on twice-monthly basis.
- Partners are invited to share their most used routes with the AWG or Logistics Sector so the group can focus its efforts on areas where humanitarian cargo travels most frequently.

4. UNHAS

- UNHAS Libya has restarted to serve Tunis, Tripoli, Misrata and Benghazi on 26 June, after halting the operation on 4 April.
- Since the beginning of the operation UNHAS served 28 agencies: 12 NGOs, 12 UN agencies and four other entities.
- UNHAS is serving Tunis - Tripoli - Benghazi every Tuesday and Thursday; Tunis - Tripoli every Sunday; and, Tunis - Misrata every Monday.
- On 7 and 8 August an inter-agency mission is expected to take place to Sabha. Talks are ongoing with OCHA to open up access to Kufra. Given the current aircraft capacity, due to limited funds, seat availability is restricted to eight for Sabha and five to Kufra.
- Based on the last sustainability report, UNHAS Libya is able to operate until 10 September with the current aircraft. An additional \$1.8 million USD is required to cover the service until the end of the year with the current aircraft.

5. Gaps and Needs Analysis

- The preliminary results of a Gaps and Needs Analysis were discussed.
- Results show that constraints affecting the Libyan humanitarian context appear to be mostly administrative and security-related.

- A good level of coordination and support among different organisations has been witnessed. Efforts should be made to maintain and foster this trend.
- Awareness of tools and products already available through the Logistics Sector website, including the Libya Logistics Capacity Assessment (LCA), needs to be increased.

6. AOB

- The issue of how to dispose of expired medicines remains unresolved. WHO and the Health Sector to advise further once a solution is identified.
- Valentina Signori, who deployed in September 2018 to support in the establishment of the Libya Logistics Sector Coordination Cell, will return as Logistics Sector Coordinator and IM Officer at the end of July.

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