

## Background

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On the evening of Thursday 14 March Category 3 Tropical Cyclone Idai made landfall in Beira, Mozambique's fourth largest city, bringing high wind speeds of up to 224 km per hour and heavy rains. The cyclone followed extensive flooding throughout the Mozambique provinces of Zambézia, Tete and Niassa in early March that caused significant infrastructure damage, interrupting regular supply routes. According to OCHA an estimate of 1.85 million persons need humanitarian assistance and more that 50 locations remains hard to reach in Nhamatanda, Buzi and Chibabava districts.

Mozambique was hit by a second cyclone on 25 April. Category 4 Tropical Cyclone Kenneth made landfall in Cabo Delgado province, bringing wind speeds of up to 200 km per hour and heavy rains. The cyclone left a trail of destruction in the districts of Quissanga, Macomia and Ibo which are the most affected areas with 90% of infrastructure reported to be severely compromised on Ibo and Matemo islands.

The National Disaster Management Agency (INGC) is leading the response. The Logistics Cluster was activated on 20 March. WFP, as lead agency of the Logistics Cluster, has been requested by the Humanitarian Country Team (HCT) to provide coordination and information management support, and facilitate access to common logistics services to assist the humanitarian community in their efforts to deliver life-saving items across affected areas.

## Logistics Gaps and Bottlenecks

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Cyclone Idai seriously damaged logistics infrastructure across the affected areas including warehouses, roads and bridges. Despite significant improvements in accessibility, much of the damaged infrastructure that was identified continues to require repair. While Buzi City is now accessible to light vehicles and trucks up to 20 mt, south Buzi remains extremely difficult to access by road, and as such boats and helicopters are still the main delivery modalities to reach this location. In Muanza, the road from Dondo to Caia remains very difficult to access and the broken Nhamatanda bridge significantly affects the passage of trucks from Tica to Inchope. In Mossurize, the N260 road is still impossible to pass, despite ongoing reparation efforts.

In Cabo Delgado province, following Cyclone Kenneth's landfall, heavy rainfall caused serious damage to roads and bridges. The city of Pemba remains accessible via air, sea and road but the situation in the affected areas remains particularly difficult and timely delivery of relief items remains a day-to-day challenge. Communication continues to be challenging in many coastal areas and access to islands by boat remains difficult.

The current logistics gaps and needs are as follows:

- The amount of incoming humanitarian aid is expected to put a strain on existing logistics capacity. Due to the current response operations, there is a significant increase in requests for commodity transport and storage at various levels of the supply chain.
- Urgent air transport to locations inaccessible by road.
- Temporary storage capacity in strategic locations.
- The number of humanitarian actors calls for a coordinated and efficient response from the international community to avoid logistics bottlenecks and possible overlaps in efforts.
- A strong information management and coordination system is crucial to ensure that logistical constraints and bottlenecks are clearly identified and common solutions sought.

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## Objectives

The primary objective of the Logistics Cluster is to support the government-led response by coordinating with the humanitarian community and facilitating access to critical logistics information and common services in order to optimise logistics efforts and maintain an uninterrupted supply chain of lifesaving items.

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## Planned Activities

The Logistics Cluster provides coordination of logistics activities, information management and facilitates access to common logistics services (transport and storage) to maintain an interrupted supply chain of relief items.

WFP, as lead agency of the Logistics Cluster, acts as a 'provider of last resort' offering common logistics services when critical gaps hamper the humanitarian response. The following range of activities and services are not intended to replace the logistics capacities of individual agencies or organisations, but rather to fill identified gaps in the humanitarian supply chain and supplement the response of the humanitarian community through the provision of common services.

The following services are being made available to the humanitarian community. They will be adapted and revised as the situation unfolds and further assessment results become available.

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### 1. Coordination and Information Management

The following coordination services are provided to avoid duplication of efforts and maintain a discussion forum for humanitarian logistics actors in-country.

- Active coordination cells in Beira (weekly meetings), Chimoio (twice a month meetings) and Pemba (twice a week) to support the overall coordination of the logistics response.
- Information management to support operation decision-making and to improve the efficiency of the logistics response through the collection, consolidation and sharing of key logistical information such as road access and available common services.
- A Logistics Cluster Coordinator and an Information Management Officer based in Beira to support inter-agency efforts in coordinating with the INGC and national technical counterparts (e.g. Ministry of Transport).
- Two Logistics Cluster Officers and an Information Management Officer based in Pemba to support coordination and information sharing with INGC and partners.

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### 2. Common Logistics Services

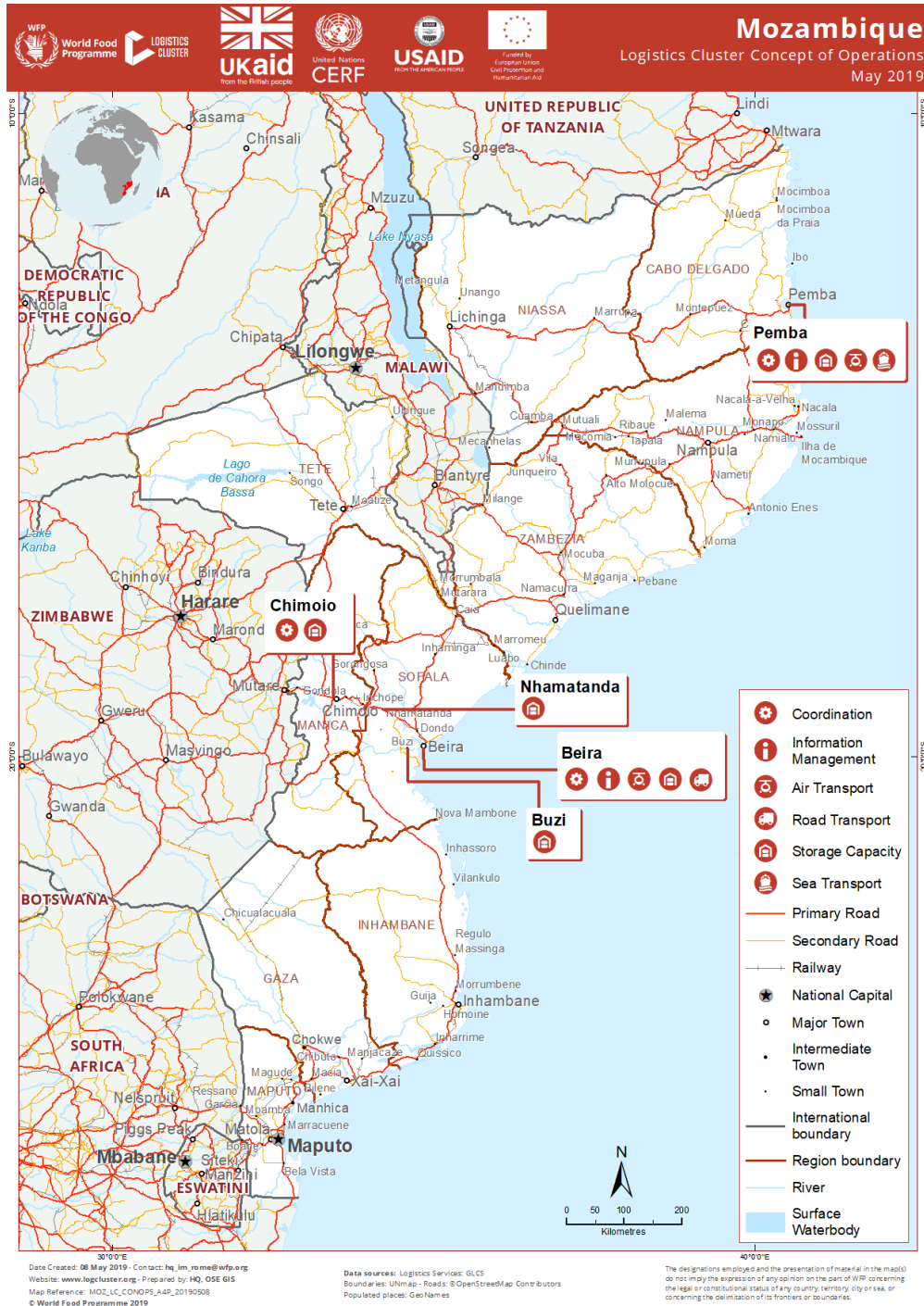
Access permitting, the following services may be coordinated at no cost to the user, or on a partial/full cost-recovery basis, depending on the availability of funds.

- **Air transport:** The Logistics Cluster facilitates access to the following air assets:
  - One Mi-8 helicopter (approx. 15 m<sup>3</sup> capacity) based in Beira
  - One Mi-8 helicopter (approx. 15 m<sup>3</sup> capacity) based in Pemba
- **Road transport:**

- From Pemba, transport services will be provided on an ad hoc basis depending upon requests from partners and on the final destinations/locations.
- **Sea transport:** Access to one 10 mt boat from Pemba to islands and other locations along the coast will be made available.
- **Storage:** The Logistics Cluster will facilitate access to common storage services across the following locations:
  - Beira (1,100 m<sup>2</sup>) - Logistics Cluster Warehouse
  - Chimoio (1,000 m<sup>2</sup>) - Logistics Cluster Warehouse
  - Buzi (240 m<sup>2</sup>) - Mobile Storage Unit loaned to IFRC for common use
  - Nhamatanda (240 m<sup>2</sup>) - Mobile Storage Unit loaned to Concern Worldwide for common use
  - Pemba (1240 m<sup>2</sup>) - Logistics Cluster Warehouse
- The Relief Item Tracking Application (RITA) will track and share information on cargo moved and/or stored on behalf of the humanitarian community.

As “Provider of Last Resort” (PoLR) WFP, through the Logistics Cluster, is responsible only to provide logistics services that fill identified gaps in logistics capacity, where access and funding permit and where these gaps limit the ability of the humanitarian community to meet the needs of the affected population.

## Concept of Operations Map



This Concept of Operations is a live document and the activities will be adapted and revised as the situation unfolds and further assessment results become available, including the possible provision of additional logistics common services as required by the humanitarian community.