LOCATION: Kathmandu, Nepal

DATE: 31 May 2015

Situation Overview

- Many areas affected by the earthquake remain prone to landslides, which are causing frequent road blockages. Access to many remote villages remains a major challenge, and some locations in affected areas will be cut off once the monsoon season begins.
- UNHAS has now three Mi8 helicopters (2.5 mt cargo capacity) and two AS350 light helicopters operating in the Nepal response.

Air Transport and cargo handling

Airport and Humanitarian Staging Area (HSA)

- To date, 16,200 m3 (4,623 mt) of cargo has been facilitated through the Logistics Cluster during the Nepal response for 95 UN agencies, INGOs and NGOs.
- The flow of cargo through Kathmandu International Airport (KTM) has greatly reduced, but there remain some issues of relief cargo donated by foreign governments congesting the apron.
- While some humanitarian cargo for UN agencies and INGOs is still coming in by air there is very little visibility over planned humanitarian flights. All organisations with incoming relief goods should contact the Logistics Cluster with the details of their flight and cargo at least 24 hours prior to its arrival, if assistance on the ground is required.
- The DHL teams assisting operations at KTM departed on 24 May. This service will be replaced with hired trucks operating at the apron.
- The US Military withdrawal from Nepal is now complete. WFP, as lead agency of the Logistics Cluster, is providing forklifts and forklift drivers to ensure continued support on the apron.

Customs

- As of 26 May, normal customs procedures were reinstated for humanitarian cargo entering Nepal. There is no blanket customs waiver for relief goods, and at present only items on a government approved list are exempt of duty. All other items are subject to import duty whether the organisation is registered or not. The list of approved items, as well as customs procedures and a flowchart, are available on the Logistics Cluster website at: www.logcluster.org/ops/nepal. The Logistics Cluster is working with the Ministry of Home Affairs (MoHA) to implement fast track procedures.
- The list of government approved relief items for Nepal, excludes many essential items such as rope for tarpaulins, CGI sheeting, toolkits, household Non-Food Items (NFIs), and basic support equipment. There have been reports of landing permission being denied for humanitarian flights because some of the cargo did not come under the list. Some organisations have also been facing long delays at entry points, both at KTM and at the border with India, before being permitted to retrieve their cargo.
- In addition to customs clearance, it may now be necessary for the CDO of the district where goods are to be distributed, to provide a letter of release. One organisation reported that their goods for distribution in the Sindupalchok district, were diverted to the Nepal Trading Center and refused release, because they were destined for interim storage at the Dhulikhel field base.

www.logcluster.org/ops/nepal
• The limited amount of storage in certain districts, especially Chautara, means that often goods are first stored in or around Kathmandu. These new procedures are likely to complicate the inflow of relief goods and potentially cause congestion in districts with little humanitarian storage capacity.

**UNHAS**

• The inaccessibility of many of the affected areas means that the humanitarian response in Nepal will remain heavily dependent on airlift for the coming period.

• UNHAS has now three Mi8s to provide airlift to otherwise inaccessible areas. Two AS350 are also now available for assessment and passenger flights.

• To date, a total of 478 sorties have taken place to 70 different destinations, transporting 733 passengers and 271 mt of cargo.

• Daily rotations are now taking place out of Duerali and Chautara to transport cargo on behalf of humanitarian partners.

**Road Access and Trail Rehabilitation**

• Missions both by air and with the local mountaineering and trekking associations, have been ongoing to conduct post-earthquake assessments of the main trekking trails.

• Ten main trekking trails running through remote affected areas, will be the initial primary focus of a rehabilitation programme to ensure safe passage for porters and local communities, as well as to reopen market access.

• The removal of landslide debris on trails in the Gorkha and Dolakha districts has already begun. Major repairs are also expected to begin soon in the northern Dhading trail, which serves 13 Village Development Committees (VDCs). The trail rehabilitation programme is expected to involve 540 man-days per ward carried out by workers designated by local administrative units (wards). Some diversion and redirection work will take place following the monsoon season to stabilise the trails.

• Mapping of the trails is also underway to facilitate these operations. These are available at: www.logcluster.org/ops/nepal.

**Logistics hubs and storage**

• Current total storage capacity offered in country to the humanitarian community amounts to over 7,840 m2 in Kathmandu, Dhulikhel, Bharatpur, Deurali (Ghorka district), Chautara (Sindhulpachok district) and Bidur (Nuwakot district).

**Kathmandu**

• The HSA has eight Mobile Storage Units (MSUs) available for short-term storage for the humanitarian cargo that continues to enter through KTM. The Dhulikhel hub, managed by Logistics Cluster partner organisation Handicap International, has an additional four MSUs for medium-term capacity.

**Chautara**

• Four MSUs are available for common storage to position cargo for local operations. Due to the rough terrain of this location, no additional space is available to increase storage capacity.

**Deurali**

• Five MSUs are operational in Deurali, with large quantities of cargo in turnover.

**Bharatpur**

www.logcluster.org/ops/nepal
The staging area in Bharatpur has four MSUs in place to handle inbound cargo from India as well as to provide additional storage capacity for the operation. WHO is currently using some capacity to prepare kits for 50 mobile clinics to be established with the support of WFP Logistics.

**Satellite hubs**

- Satellite hubs are being established in forward locations to support last mile transport. The first, in Bidur (Nawakot district) is now operational. A further three will be established: Dunche (Rasuwa district) is expected to be ready as of 3 June; Charikot (Dolakha district) is expected to be operational as of 5 June; and Dhadinghesi (Dhading district), operational date to be announced.
- For all common transport and storage services please note the Service Request Form (SRF) is available at: [http://www.logcluster.org/document/nepal-service-request-srf](http://www.logcluster.org/document/nepal-service-request-srf).

**Land Transport and Porter Operations**

- The fleet facilitated by the Logistics Cluster out of the HSA has been reduced to fifteen trucks (15 mt capacity) in line with a decrease in demand. Additional capacity can be provided on an ad hoc basis if required.
- Fleets of smaller 4x4 trucks and tractors remain available at the regional logistics hubs (Deurali and Chautara) to provide forward transport into less accessible areas. The fleet in Deurali is being increased due to high demand for transport to forward locations.
- WFP and the Logistics Cluster are working with the Nepal trekking and mountaineering communities to mobilise porters in order to reach people living in the most remote affected areas. Using up to 20,000 porters (approximately 4,000 in each of the five target districts), managed by the Trekking Association of Nepal (TAAN) and the Nepal Mountaineering Association (NMA), a common logistics supply chain is being established to bring food, shelter, sanitary health and medical supplies to people living in villages located above the altitude of road access.
- The districts targeted by the porter transport operation are: Gorkha, Dhading, Rasuwa, Sindupalchuk and Dholakha.
- The porters will carry 30 kg per person at a time to strategic locations along the main trekking trails. The wards will communicate to the people in need of assistance, to come down and collect from their respective ward. This should not require villagers to travel more than one day to receive assistance. The porters will be supported with pack animals, on trails where they can be used.
- By employing porters from affected communities, the programme also aims to provide income for the local population, affected by a drop in tourism following the earthquake.
- Organisations requiring transport to remote locations via the porter transport operation are invited to contact the Logistics Cluster to discuss their project.

**Coordination/Information Management/GIS**

- Logistics Cluster Cells are in place in Kathmandu, Deurali (Gorkha district) and Chautara (Sindhupalchok district), with weekly coordination meetings.
- So far, over 212 participants from more than 100 organisations have attended Logistics Cluster coordination meetings.
- Information Management, GIS, Operation and Cargo Tracking Officers have been deployed to Kathmandu.

[www.logcluster.org/ops/nepal](http://www.logcluster.org/ops/nepal)
The Logistics Cluster has a dedicated Civil-Military Coordinator stationed at KTM to facilitate cargo operations and provide logistics support.

Updated logistics information and maps are shared via the Logistics Cluster Nepal Operation website: http://logcluster.org/ops/nepal and via a dedicated mailing list.

Other Logistics Gaps or Bottlenecks

- The restrictive list of government approved humanitarian items for import is causing issues since many relief goods and support equipment is no longer duty exempt.
- In addition to customs clearance, it is reported that it may now be necessary for the CDO of the district where the goods are to be distributed, to provide a letter of release. If this is not forthcoming, the goods may be held in government warehouses.

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