LOCATION: Kathmandu, Nepal
DATE: 1 September 2015

Situation Overview

- According to the Government of Nepal, 8,969 fatalities resulted from the 25 April and 12 May 2015 earthquakes that destroyed 602,592 and damaged 284,482 houses.
- Since the earthquake on 25 April 2015, the overall humanitarian situation in Nepal has improved. However, a number of the population in earthquake-affected areas continue to require humanitarian assistance.
- Seasonal June-to-September monsoon rains have triggered landslides and floods, exacerbated living conditions for people who lost their homes in the earthquake and hampered road and trail access, disrupting humanitarian aid delivery to some areas. An increase in water borne disease cases has also been reported.
- The ongoing security situation in Birgunj, the main entry point from India, is affecting the transportation of relief items from India to Nepal.

Customs and Entry Points

Customs

- Organisations can apply to receive duty exemption on importation of relief and recovery items, which are included in the following government-approved list: [http://www.logcluster.org/document/government-approved-list-humanitarian-relief-items-nepal](http://www.logcluster.org/document/government-approved-list-humanitarian-relief-items-nepal). To receive duty exemption, organisations should obtain a letter of recommendation from the relevant ministry, which will be then submitted to the Ministry of Finance. If approved, the Ministry of Finance will issue a letter to the relevant Customs Office granting a tax waiver.
- The duty reduction from 30% to 15% for importing Corrugated Galvanised Iron (CGI) sheets is still active.
- Organisations with the official documentation for relief items held at customs, can liaise with the Logistics Cluster government liaison focal point at the Humanitarian Staging Area (HSA) who can provide support with the release process. Items will be dispatched in coordination with the government to the affected areas.

Entry points

- Due to ongoing strikes in Birgunj, the main entry point from India to Nepal, no overland cargo movement is currently possible during daytime hours. It may be possible to move essential cargo in the evenings with the support of the local authorities and assistance from the Logistics Cluster if required.

Air

- Regular airport traffic at Kathmandu Tribhuvan International Airport (KTM) has resumed. Organisations should communicate in advance with the Logistics Cluster if they require assistance for incoming cargo, so guidance concerning customs procedures can be given.
- Due to funding shortfalls, UNHAS is temporarily suspending its operations. Air transport will resume as soon as possible with a reduced fleet and on a partial cost-recovery basis.
- Once air transportation has resumed, to access UNHAS services organisations are requested to sign a ‘Service Level Agreement’ (SLA) with WFP that acts as an overarching legal agreement. The SLA typically remains valid for one year. A Service Request Form (SRF) identifying needs and types of services should be submitted to

[www.logcluster.org/ops/nepal](http://www.logcluster.org/ops/nepal)
Logistics hubs and storage

- Current total storage capacity offered to the humanitarian community amounts to over 9,640 m² and includes storage capacity in Kathmandu, Deurali (Gorkha District), Chautara (Sindhulpachok District), Bharatpur (Chitwan), Dhulikhel (Kabhrepalanchok District), Bidur (Nuwakot District), Dunche (Rasuwa District), Charikot (Dolakha District) and Dhading (Dhading Besi District).

Kathmandu
- The Humanitarian Staging Area (HSA) has eight Mobile Storage Units (MSUs) with a storage capacity of 2,640 m² available for short-term storage for humanitarian cargo that continues to enter through KTM Airport.

Dhulikhel
- The Dhulikhel Hub, managed by Handicap International, has an additional four MSUs with a storage capacity of 1280 m² for medium-term storage.

Chautara
- Four MSUs with a storage capacity of 1,120 m² are available to position cargo for local operations in Chautara. Due to the rough terrain of this location, no additional space is available to increase storage capacity.

Deurali
- Seven MSUs with a storage capacity of 1,920 m², as well as outside storage, are available.

Charikot
- Two MSUs with a storage capacity of 480 m² are available.

Bharatpur
- The staging area in Bharatpur has four MSUs with a storage capacity of 1,280 m² in place, to handle inbound cargo from India as well as to provide additional storage capacity for the operation.

Satellite hubs
- Satellite hubs managed in coordination with humanitarian organisations, which are part of the Logistics Cluster, have been established in forward locations to support last mile transport and are operational in Bidur (Nuwakot District), Dunche (Rasuwa District), and Dhading Besi (Dhading District).
- To access all common transport and storage services, a Service Request Form (SRF) is available at: http://www.logcluster.org/document/nepal-service-request-srf. SRFs have to be submitted to nepal.clustercargo@wfp.org.

Road Access

Cargo Handling services

- The fleet in Kathmandu currently consists of five four-wheel-drive trucks, three mini-trucks six-wheelers and three six-wheelers with 10 mt capacity. A total of 46 two and four-wheel drive trucks and tractors are available for transport from the hubs.
- Due to the ongoing monsoon rains, road and trail conditions continue to deteriorate due to frequent landslides. The Logistics Cluster continues to monitor the status of the roads in coordination with the government’s Risk Management Office. An Access Constraints map is regularly updated by the Logistics Cluster’s GIS officer and published on http://logcluster.org/ops/nepal.
The road access to the Tatopani entry point from China to Nepal is currently not accessible, and there has been no reports on plans to rehabilitate it.

The Access Infrastructure Working Group has been established and endorsed by the Government of Nepal, as well as by the Inter-Cluster Coordination (ICC), the Humanitarian Country Team (HCT) and the Logistics Cluster. The working group aims at collecting available information on rehabilitation projects for roads, trails, bridges and suspension bridges, in the short and longer term timeframe, and acts as a focal point for organisations operating in this sector. Funding permitting, repair work will be carried out on damaged roads and bridges in urgent need of rehabilitation to re-establish access to communities in need.

Trail Access

- Ongoing heavy monsoon rains continue to cause landslides, which hamper trail access and lead to delays in scheduled trail rehabilitation works.
- In the framework of the Remote Access Operation (RAO), trail rehabilitation and last mile transport into otherwise inaccessible and high altitude locations are being provided in the five districts of Gorkha, Sindupalchok, Dolakha, Dhading and Rasuwa.
- The RAO is designed to complement ongoing road and air transport. The overall goal of this project is not only to provide immediate essential supplies to sustain local communities through the monsoon season, but also to help quake-stricken areas recover faster and re-establish access to isolated communities.
- When moving cargo through RAO, a single SRF specifying the origin and destination points has to be submitted, including both the initial transport by road, to the start of the trail and the RAO leg. The Logistics Cluster will coordinate the transfer between the two transport modalities.
- When submitting SRFs, detailed information including exact weight and size of the relief items, and GPS coordinates for the final location of the deliveries, should be provided.
- Organisations are responsible for cargo re-bagging or special bagging (e.g. cement and Corrugated Galvanised Iron (CGI) sheets) for RAO transport, ensuring that the maximum weight of 30 kg for porters and 60 kg for pack animals is respected.
- Organisations’ staff should be present at the RAO transit point to ensure proper re-bagging, and for documentation purposes.

Coordination/Information Management/GIS

- Prioritisation for cargo-transport through the inter-agency services offered by the Logistics Cluster is taking place according to the list of priorities approved by the HCT and the Humanitarian Coordinator (HC), in accordance with the mandate of the common services.
  - Sectors in order of priority: 1) Shelter, 2) Food, 3) Health, 4) WASH, 5) Education (emergency components only), 6) Nutrition (emergency components only)
  - Sectors in terms of percentage of cargo to be transported (planned target): Shelter 50%, Food 40%, Other Sectors 10%

www.logcluster.org/ops/nepal
Geographic coverage: hard-to-reach areas of Gorkha, Dhading, Rasuwa, Nuwakot, Sindhupalchowk, Dolakha and areas adjacent to these districts

- Logistics Cluster Coordination Meetings are held in Kathmandu, Deurali (Gorkha District), Chautara (Sindhupalchok District) and Dhading Besi (Dhading District).
- 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.

Contacts:

**National**

- John Myraunet  
  Logistics Cluster Coordinator  
  john.myraunet@wfp.org
- Alessandra Piccolo  
  Information Management Officer  
  alessandra.piccolo@wfp.org

**Regional**

- Peter Donovan  
  Regional Coordinator, Gorkha District  
  peter.donovan@wfp.org
- Sahir Aslam  
  Regional Coordinator, Sindhupalchok District  
  sahir.aslam@wfp.org
- Noorullah Sakandary  
  Regional Coordinator, Dolakha District  
  noorullah.sakandary@wfp.org
- Diwas Shrestha  
  Inter-agency hub manager, Kavre District  
  pm.platform2@handicap-international-npl.org
- Paul Pelletier  
  Inter-agency hub manager, Nuwakot District  
  pm.platform1@handicap-international-npl.org
- Naveed Ranjan  
  Inter-agency hub manager, Dhading District  
  pm.platform3@handicap-international-npl.org

www.logcluster.org/ops/nepal