LOCATION: Kathmandu, Nepal
DATE: 24 September 2015

Situation Overview

- According to the Government of Nepal, close to 9,000 fatalities resulted from the 25 April and 12 May 2015 earthquakes that destroyed 602,592 and damaged 284,482 houses.

- In the almost five months since the 25 April earthquake, the overall humanitarian situation in Nepal has improved. However, a number of earthquake-affected people continue to require humanitarian assistance.

- During the monsoon season, an increase in water borne disease cases has been reported.

- Seasonal June-to-September monsoon rains have triggered landslides and floods, which have 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.

- Border crossing points from India are facing a very critical security situation as an indefinite strike is currently in effect in the south of the country and 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.

- 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 then 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, were invited to come to the Humanitarian Staging Area (HSA) so that the Logistics Cluster government liaison focal point can support them in the release process. Items will then be dispatched in coordination with the government to the affected areas.

Entry points

- The strike at Calcutta Port ended on 7 September. However, low availability of trucks persists ex Calcutta, as well as reluctance from truck drivers to go to Birgunj, Bhairahawa, Nepalgunj and Dhangarhi border crossing points.

- Birgunj, the main entry point from India, is facing a very critical security situation as an indefinite strike is currently in effect.

- Birgunj Custom is operational, but officials are currently under enormous pressure from protesters to lay down work. As a result, the custom authority is operating on a limited scale and working capacity at custom office has been badly affected.

www.logcluster.org/ops/nepal
• Security Escort is provided to vehicles moving in both directions from Simara and Birgunj during the same the
custom authority working hours (early in the morning, starting as early as 1:00 am when there is a big number
of vehicles). Parking vehicle in open areas or at the roadside is very dangerous, as any exposed vehicles
could be torched. All vehicles need to line up outside of custom office or at Simara prior to the time of escort.

• To request an escort organisations should contact the local police at the border area. The Logistics Cluster
can provide assistance to the organisations, if needed.

• The Kathmandu-Nepalgunj-Kathmandu road is operational and vehicle movement is normal as the Nepalgunj
border point is open. However, organisations are advised to continue to inform security officials about cargo
movement.

Air

• The airport traffic at Kathmandu Tribhuvan International Airport is now regular. Organisations can
communicate in advance to the Logistics Cluster if they require assistance for incoming cargo, so that
guidance concerning customs procedures can be given.

UNHAS

• A map of UNHAS landing zones is available at the following link: http://www.logcluster.org/map/unhas-

• UNHAS is operating under partial cost recovery. Costs for the user organisations are as follows: 1 US$/kg of
cargo and US$ 200 per passenger per leg.

• The fleet has been reduced and now comprises one AS350 helicopter for assessments and passenger
movement and three Mi8 helicopters for cargo movement.

• Organisations seeking to access UNHAS services for the transport of humanitarian supplies will continue to
submit Service Request Forms (SRFs) to the Logistics Cluster cargo booking email address
(nepal.clustercargo@wfp.org). Once received, the Logistics Cluster will send a Service Level Agreement (SLA)
and Pro-Forma Invoice (PFI) to be signed by organisations.

• The suspension on new requests for air cargo has been lifted. Therefore, in addition to servicing the backlog
requests, new SRFs for air transportation are now being accepted.

• Passenger services will be managed by the UNHAS booking office through the existing passenger booking
email. UNHAS will communicate additional agreements on terms and liability for passenger transport.

MAF

• MAF’s operation is expected to continue until the end of December 2015. MAF is currently operating two
AS350 helicopters that can move 500kg of cargo or five passengers, or a combination of the two.

• Organisations planning to use MAF’s services are requested to register with MAF before 1 October.

Logistics hubs and storage

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

Kathmandu

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

Organisations are advised that the Kathmandu Humanitarian Staging Area will not be operational anymore on Saturdays and Sundays, from 1 October 2015 onwards.

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

**Chautara**
- Four MSUs, with a storage capacity of 1,120m² 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**
- 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 in place for a storage capacity of 1,280m², 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 NGOs 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](http://www.logcluster.org/document/nepal-service-request-srf). For service requests for storage and transport for Kathmandu as well as for the hubs, a Service Request Form has to be submitted to nepal.clustercargo@wfp.org.

**Road Access**

**Cargo Handling services**
- Road transport services with origin and destination within the districts of Gorkha, Dhading, Rasuwa, Nuwakot, Sindhupalchok and Dolakha, identified as priority by the Inter-Cluster Committee and endorsed by the Humanitarian Country Team are provided on a free-to-user basis. Transport service provision outside the six priority regions can be provided by WFP on a cost-recovery basis as of 30 September.

- The Logistics Cluster continues to monitor the status of the road in coordination with the government’s Risk Management Office. An Access Constraint map is regularly updated by the Logistics Cluster’s GIS officer and posted on [http://logcluster.org/ops/nepal](http://logcluster.org/ops/nepal).

- The road from China to Nepal is currently not accessible, and there has been no reports from either party on plans to rehabilitate the Tatopani border access road.

- 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 and the Logistics Cluster. The working group aims at gathering available information on rehabilitation projects for road, trails, bridges and suspension bridges both in the short and longer term timeframes and act as a focal point for

[www.logcluster.org/ops/nepal](http://www.logcluster.org/ops/nepal)
organisations operating in this sector. If funds allow, repair work will be carried out on damaged roads/bridges in urgent need of rehabilitation and to re-establish access to communities in need.

**Trail Access**

- In the framework of the Remote Access Operation (RAO), trail rehabilitation and last mile transport into otherwise inaccessible and high altitude locations is being provided through in the five districts of Gorkha, Sindhupalchok, Dolakha, Dhading and Rasuwa.

- This operation 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 re-establishing 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 road part to the start of the trail and the RAO leg. 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. Writing only the name of the Village Development Committee (VDC) is not sufficient.

- 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 load 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%
  - 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.

**Lessons Learned mission**

- A Logistics Cluster Lessons Learned mission will be in country between 15 and 25 September to meet with organisations and key stakeholders to receive feedback on the Logistics Cluster and the services provided.

**Logistics Cluster Exit Strategy**

- Considering that the Flash Appeal is ending at the end of September and soon five months will have passed since the onset of the emergency, the Humanitarian Country Team (HCT), clusters and the government are starting to discuss exit strategies, deactivation and transition phase back to pre-earthquake structures. Based
on the current activity levels and requests from organisations, the Logistics Cluster still sees a need in the immediate future for a continued, dedicated mechanism for coordination, information sharing and common logistics services.

- Organisations highlighted that there is a continued need for common services in order to ensure delivery, avoid competition, and meet the needs of the affected population.
- Organisations discussed reviewing the scope and modalities for provision of common services in light of new challenges and obstacles.
- A tentative timeline for transition and phase out of the Inter Agency Standing Committee (IASC) activated cluster was endorsed by organisations, with a tentative deactivation date of 31 December 2015, with pre-earthquake structure taking over in 2016. This change would mean an end to common services on a free-to-users basis, but do not prevent provision of services on a bilateral and full cost-recovery basis. In the transition phase, the Logistics Cluster will also increase its focus on information and preparedness activities in order to maintain readiness for any future emergencies. WFP, as the lead-agency of the Logistics Cluster, will continue playing a supporting role once the Ministry of Home Affairs takes on its pre-earthquake role.
- The plan might change based on developments in situation and findings of the lessons learned exercise scheduled for the end of September.
- The Logistics Cluster User Group will continue to meet on a regular basis to review the transition and recommend changes as required to ensure the Logistics Cluster meets its responsibilities.

**Winterisation**

- The Shelter Cluster has produced winterisation guidelines to provide orientation to organisations interested in providing winterisation assistance and is awaiting information about implementation plans of organisations from the District Focal Points.
- Two implementation modalities, in kind distribution or a cash/voucher system, will be used to support communities prepare for winter, depending on the capacity of local markets and the access of the population to those markets.
- Direct distribution may be more appropriate for remote and higher altitude areas with limited market access, according to the winterisation guidelines.
- In Gorkha the government is requesting a blanket approach to agencies starting from the VDCs located at higher altitudes. Agencies are having challenges to reach some of the areas located at higher altitudes, and some of them are planning to use helicopter services.
# Nepal Earthquake Situation Update

(24 September 2015)

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