LOCATION: Kathmandu, Nepal

DATE: 18 December 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 five months following the 25 April earthquake, the overall humanitarian situation in Nepal has improved. However, a number of earthquake-affected people continue to require humanitarian assistance.
- Border crossing from India is facing a very critical security situation as an indefinite strike at border crossing points is currently in effect in the south of the country affecting the transportation of relief items from India to Nepal.
- The lack of fuel in the country, since the end of September, is severely impacting the Nepalese population and negatively affecting the activities of the whole humanitarian community.

**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, the letter will then have to be 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 provide support in the release process. Items will then be dispatched in coordination with the government to the affected areas.

**Entry points**

- Birgunj, the main entry point from India, is currently closed.
- All other entry points are operational but fully controlled by Indian authorities.

[www.logcluster.org/ops/nepal](http://www.logcluster.org/ops/nepal)
Organisations facing issues with truck/containers being held at the border with India can contact the Logistics Cluster for assistance.

**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 provided.

**UNHAS**

- A map of UNHAS landing zones is available at the following link: http://www.logcluster.org/map/unhas-helicopter-landing-zones-map-24-november-2015
- UNHAS is operating under partial cost recovery. Costs for the user organisations are as follows: 1 US $ per kg of cargo and US $ 200 per passenger per leg.
- The fleet comprises one AS350 helicopter for assessments and passenger movement and two 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.cluster.cargo@wfp.org). Once received, the Logistics Cluster will send a Service Level Agreement (SLA) and Pro-Forma Invoice (PFI) to be signed by organisations.
- 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 March 2016. MAF is currently operating two AS350 helicopters that can move 500 kg of cargo or five passengers, or a combination of the two.

**Logistics hubs and storage**

- Current total storage capacity offered in country to the humanitarian community amounts to over 9,040 m² 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 has seven Mobile Storage Units (MSUs) for a storage capacity of 2,320 m² available for short-term storage for humanitarian cargo.
- The Kathmandu Humanitarian Staging Area is not operational on Saturdays and Sundays.

**Dhulikhel**

www.logcluster.org/ops/nepal
The Dhulikhel hub, managed by Handicap International, has an additional four MSUs for medium-term capacity, with a storage capacity of 1,280 m$^2$.

**Chautara**
- Four MSUs, with a storage capacity of 1,120 m$^2$ 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 m$^2$, as well as outside storage, are available.

**Charikot**
- Two MSUs with a storage capacity of 480 m$^2$ are available.

**Bharatpur**
- The staging area in Bharatpur has four MSUs in place, for a total storage capacity of 1,280 m$^2$, 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), 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 inside the districts of Gorkha, Dhading, Rasuwa, Nuwakot, Sindhupalchok, Dolakha, Okhaldunga and Ramechap identified as priority by the Inter-Cluster Committee and endorsed by the Humanitarian Country Team are provided free of charge.
- As of 30 September support in the provision of transport outside the eight priority regions can be provided by WFP on full cost recovery.
- The Logistics Cluster continues to monitor the status of the roads 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)
• In the framework of the Remote Access Operation (RAO), trail rehabilitation and last mile transport to otherwise inaccessible and high altitude locations is being provided in the six districts of Gorkha, Sindhupalchok, Dolakha, Dhading, Rasuwa and Okhaldunga.

• 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**

• The Logistics Cluster is in charge of prioritisation of interagency cargo according to the list of priorities approved by the Humanitarian Country Team (HCT) and the Humanitarian Coordinator (HC), in accordance with the mandate of the common services.
  
  o Sectors in order of priority: 1) Shelter, 2) Food, 3) Health, 4) WASH, 5) Education (emergency components only), 6) Nutrition (emergency components only)

  o Sectors in terms of percentage of cargo to be transported (planned target): Shelter 50%, Food 40%, Other Sectors 10%

  o Geographic coverage: hard-to-reach areas of Gorkha, Dhading, Rasuwa, Nuwakot, Sindhupalchowk, Dolakha, Okhaldunga and Ramechap 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](http://logcluster.org/ops/nepal)), and via a dedicated mailing list.
Lessons Learned mission

- A Logistics Cluster Lessons Learned mission was in country at the end of September. Several meetings were held with key stakeholders to receive feedback on the relevance, effectiveness and efficiency of the support provided by Logistics Cluster to the humanitarian community.

Logistics Cluster Exit Strategy

- Due to the ongoing fuel crisis, many organisations had to delay their distributions and a considerable amount of relief items remains stored in the common warehouses. It was therefore not possible to phase out the operation at the end of December 2015, as initially envisaged. A four month extension, through April 2016, will grant time to the organisations to complete their distributions. The Logistics Cluster will continue to provide support and facilitate services provision.
- The ongoing strong collaboration with the Ministry of Home Affairs (MoHA), that is the Logistics Cluster government counterpart, is expected to continue in 2016.

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www.logcluster.org/ops/nepal