Operation Overview as of 26 May 2015

The Logistics Cluster, when activated in an emergency, is responsible for providing logistics coordination, information management; and, where there is a gap in logistics infrastructure, it acts as a ‘Provider of Last Resort’ by offering common logistics services to support the humanitarian community in their response operations.

Logistics Coordination, Information Management and GIS
- The Logistics Cluster was formally activated on 27 April.
- Logistics Cluster Cells have been established in Kathmandu, Deurali and Chautara. Meetings are held on a regular basis in all locations.
- Information is disseminated on a daily basis both through the mailing list of organisations on the ground and via the Logistics Cluster website: [http://logcluster.org/ops/nepal](http://logcluster.org/ops/nepal).
- 90 IM products and updates have been published and 9,281 unique users have visited the site, producing 13,052 page views. 700 users are currently subscribed to the dedicated mailing list.
- The Logistics Cluster has a dedicated GIS officer able to take requests from the humanitarian community for logistics mapping. Relevant maps are available for download on the Logistics Cluster website, including a road access map and a map of helicopter landing zones to assist air operations.
- As of 26 May, over 220 participants from around 110 organisations have attended coordination meetings in Kathmandu, Deurali and Chautara.

KTM Airport Capacity Augmentation
- From the start of the operation, the Logistics Cluster established regular coordination with the Ministry of Home Affairs (MoHA) to avoid logistics bottlenecks, and a representative has been made available to advise the humanitarian community on customs procedures in Kathmandu.
- To enable rapid rotations of aircraft on the landing strip, equipment including forklifts, tele-handlers and tractors have been deployed by DFID, IOM and WFP to enable faster offloading of humanitarian cargo. Shunting services are available from the Kathmandu International Airport (KTM) apron to the Humanitarian Staging Area (HSA). A US Military team is assisting with incoming humanitarian cargo at the airport and also providing forklift training to ensure continuing capacity.

[www.logcluster.org](http://www.logcluster.org)
Air Transport

- UNHAS currently has three Mi8 and one AS350 helicopter providing cargo and passenger transport for the humanitarian community.
- There is a high need for airlift in the Nepal response due to severe access constraints into many of the affected areas, and at present there is a substantial backlog of requests. In response, two additional Mi8s are being deployed and are expected to be operational in the coming week. These aircrafts will be used for both cargo and passenger transport as well as assessment missions and emergency evacuations.
- As of May 25, UNHAS has airlifted essential humanitarian cargo and passengers to 49 different locations on behalf of 28 organisations.
- UNHAS has flown 329 sorties since the start of the air operation.

Road Transport

- To augment transport capacity, a 25 truck fleet is available from Kathmandu for common cargo transport to the hubs and affected areas that can still be reached by heavy vehicles. The fleet will be scaled down to fifteen 15mt vehicles as more organisations are organising their own trucking capacity. Priority will be given to providing light transportation (3mt trucks and tractors) from the forwarding hubs. Additional ad hoc capacity may be added if urgently required.
- To date, 360 transports have taken place for 52 different organisations.
- 40 off-road trucks are positioned between the field logistics hubs of Deurali and Chautara.
- Additional means of transport into hard-to-access areas are being established, including the use of experienced mountaineers, porters and pack animals.
**Storage**

**Humanitarian Staging Area - Kathmandu**

- As part of the Logistics Response Plan drafted in 2013, WFP, as lead agency of the Logistics Cluster, established a Humanitarian Staging Area (HSA) as a contingency plan in the event of a natural disaster. This avoids congestion at the main entry points of affected areas and eases the flow of life-saving commodities during large-scale relief operations. 8 Mobile Storage Units (MSUs) are currently operational at this site.
- A storage facility in Dhulikhel (Kavre district) has been established to increase HSA capacity and offer longer-term storage for international air shipments before onward movement. Four MSUs are currently operational at this site and the hub is managed by Handicap International on behalf of the humanitarian community.
- 5 MSUs have been provided to partners to assist with their logistics operations and one was given to a local orthopaedic hospital to increase their treatment facilities.
- As of May 25, 14,400 m3 of relief items (the equivalent of 303 full C130 aircraft) have been facilitated by the Logistics Cluster through the airport for 94 organisations. 67% of this was shelter, 14% health, 9% food, 5% WASH, 3% logistics support, 1% education, and 1% protection relief items.

**Regional Logistics Hubs**

- Staging areas and logistics hubs have been established at strategic locations in the affected areas where the road infrastructure still allows access by larger trucks, and which can also support local air operations to hard-to-access locations. These hubs currently include:
  - Chautara (Sindhupalchok district) - 4 MSUs;
  - Deurali (Ghorka district) - 5 MSUs;
  - Bharatpur - 4 MSUs.
- Satellite hubs with storage facilities and possibly helicopter landing pads are being established locations to support last mile transport using skilled porters and mountaineers to reach otherwise inaccessible villages. The first, in Bidur (Nuwakot district) is now operational and managed by Handicap International. Other three hubs are being established Dunche (Rasuwa), Charikot (Dolakha) and Dhadinghesi (Dhading) and planned to be managed by other Logistics Cluster’s partner organisations.
- To date, relief items stored in the hubs have encompassed everything from shelter items, food and medical supplies to forklifts and generators on behalf of partners.
Last Mile Transport

- Severe access constraints continue to hamper the delivery of aid in many affected areas. A strategy has been established to reach people living in the most remote locations. Using anywhere up to 20,000 porters managed by the Trekking Association of Nepal (TAAN) and the Nepal Mountaineering Association (NMA), a common logistics supply chain is being established under the lead of WFP to reach approximately 45,000 people living in villages located above the altitude of road access. These skilled personnel will carry up to 30kg per person at a time in order to reach all affected communities. In some areas pack animals may be used to supplement this capacity, however many trails will not support mules or yaks.
- The porters and mountaineers leading the interagency response will be augmented by five Mi8 cargo helicopters in unison with three smaller AS 350 helicopters up to an altitude of 3,500 meters. Cargo will be delivered to landing zones (LZ) at forward locations for onward movement. Mountainous areas without suitable LZs can also be served by sling load.
- The goal of this programme is to provide all the aid requirements of remote communities in affected areas including shelter items, food and WASH. Close coordination between the Clusters, especially to standardize the kits, as well as a strong forward presence from Cluster partners will be key.

Trail Rehabilitation

- There are two types of trail through the most remote locations: most districts have one or two trekking trails of about 1.5 metres wide which are generally accessible during the monsoon season, as well as community trails linking all the wards to the VDC. These are more often washed out by the rains. A large number of all these trails were damaged or blocked in the earthquake and remain subject to landslides.
- Helicopter flights are now underway to assess and map the trails and prioritise rehabilitation. This assessment process will be supplemented by teams of Sherpas. The trail rehabilitation itself, which will involve both clearing and major repairs, will be carried out by local workers designated by the local administrative unit. Repairs will begin first along the northern Dhading trail, which serves 13 VDCs.