
LOCATION	Online/held remotely
DATE	15 September 2020
CHAIR	Logistics Cluster
PARTICIPANTS	Formal Education Network for Private Schools (FENPS), HALO Trust, International Organization for Migration (IOM), Polish Humanitarian Action (PAH), Medair, United Nations Children's Fund (UNICEF), United Nations High Commissioner for Refugees (UNHCR), United Nations Office for the Coordination of Humanitarian Affairs (OCHA), United Nations Population Fund (UNFPA), World Food Programme (WFP), World Health Organisation (WHO).
ACTION POINTS	<ul style="list-style-type: none">• The Logistics Cluster to send out Transportation Requirements document via the mailing list by the end of the week. Partners to submit additional feedback bilaterally.• Partners to contact UNHAS bilaterally via unhas.somalia@wfp.org with any further queries on how to use its services.• Partners to contact the Logistics Cluster with cargo details for potential cargo flight from Mogadishu to Beletwyne, Baidoa and Jowhar for pre-flood repositioning.• Partners to send any further questions on the Access Tool to OCHA (Edward.melotte@un.org) bilaterally.
AGENDA	<ol style="list-style-type: none">1. Action points review2. Access Tool Presentation3. Access Assessment: Logistics4. Transportation Requirements5. Situation Update - Flood Response & COVID 196. UNHAS updates and services overview7. AOB

1. Action Points Review

- The Logistics Cluster to consolidate partners' challenges in the customs clearance process to share with OCHA – *ongoing*.
- OCHA to compile a second letter to send to the Office of the Prime Minister requesting to expedite the customs clearance process – *ongoing. A first draft of the letter has been prepared and was submitted to the Humanitarian Coordinator this morning. The Logistics Cluster will continue to monitor and keep partners informed accordingly.*

- Partners to inform the Logistics Cluster of any further requirements in documentation or procedures for specific types of cargo that have not been covered under the customs clearance mapping – *ongoing*.
- The Logistics Cluster to share the Transportation Requirements document with partners for feedback – *ongoing*.
- Partners to notify the Logistics Cluster of any cargo requirements for Dhushmareb – *completed*.
- Registered participants of the Logistics Cluster Induction Training to complete the pre-requisite e-learning course before 08 September – *completed*.

2. Access Tool Presentation

- OCHA presented its Access Tool. From 2012 to 2019, the International NGO Safety Organisation (INSO) produced an Access Map for Somalia; however, this year the Access Map creation - and the data gathering to inform it - is being led by OCHA.
- OCHA has been coordinating with partners through its field offices to gather data on accessibility of key areas of Somalia. This is then broken down into specific criteria and scored to conclude the level of accessibility of urban and rural areas in each district i.e. a score of '1' is 'worst case scenario' or 'inaccessible' and a score of '5' is 'best case scenario'.
- Currently most of the data obtained - and scoring of this data - is still being analysed to create the map, but the initial findings have indicated that access has significantly reduced. It was also noted that generally, district capitals have more access than rural areas.
- One of the additional factors included this year was the logistics element of the scoring criteria, which was supplied by WFP. This comprehensive system of scoring will also extend into the second phase of the initiative which will be to create an Access Portal. Although this portal will not be made available externally, it will act as a one-stop-shop for partners that may be easily accessed through OCHA.
- Partners were encouraged to send any further questions on this tool bilaterally to OCHA (Edward.melotte@un.org).

3. Access Assessment: Logistics

- The Logistics Cluster presented a Logistics Access Assessment tool based on the [General Logistics Planning Map](#), which aims to give an overview of locations that are continuously challenging to access. The Logistics Cluster evaluated these locations in terms of availability of transport infrastructure and how it is penalised by access constraints, for example, the consolidation of available transport modes and the frequency this mode is disrupted during the year.
- In terms of **Road Transport**, the cluster assessed the four main types of roads; if the district is accessible by primary, secondary, tertiary roads or tracks/paths based on GIS data. It also took into account best- and worst-case scenarios in terms of how often access constraints block the roads and what the vehicle capacity is during the constrained period.
- In terms of **Air Transport**, the cluster has tried to map different types of airstrips – with support from UNHAS and WFP Air Operations – based on the type of infrastructure (e.g. international airport, airstrips) and how

often it is operational. Nonetheless, it was noted that several locations did not receive flights recently and operational information is not available, thus these locations were considered non-operational until further confirmations are collected. It was noted that all districts would be reachable by helicopter by mobilising the asset in different hubs.

- In terms of **Sea Transport**, the Logistics Cluster has been analysing the data in terms of access to the sea coast from the landside, availability of port functionalities and closure periods (e.g. tides).
- Banadir was given as an example location to demonstrate the weighing and costs for each transport mode (e.g. road having a higher weight than others). The next part of the process summarises this data by organising it into a 1-5 grading in terms of level of accessibility, in line with OCHA's scoring and analysis.
- A draft access map with this scoring criteria was presented and it was noted that the priority would not be to use it as a standalone product but to support more comprehensive tools such as the OCHA Access Map and preparedness discussions.
- The cluster has begun discussing access limitations and cargo prepositioning with different sectors and cluster coordinators to understand the current plans for using the dry season for prepositioning cargo. The Logistics Cluster inquired on the delivery methodologies used by partners such as which Incoterm was commonly used for delivery and if partners were insourcing transportation. It was indicated that procurements contracts were often inclusive of transport and suppliers would directly deliver cargo in those areas of distribution. Partners were encouraged to reach out to the Logistics Cluster if they have cargo to preposition or any feedback on this tool.

4. Transportation Requirements

- The Logistics Cluster updated participants on the status of a Transportation Requirements document that has been compiled to capture the documentation required and the average processing time of this documentation.
- It has also been shared with partners who have frequent cargo movements in and around Somalia for their feedback and comments. The final version will be published on <https://logcluster.org/ops/som20a> in the coming days and shared via the mailing list.
- It was noted that this is a live document and will be updated whenever required.
- The document generated positive feedback from partners. It was also noted that NGOs and UN entities may have different requirements in terms of necessary documentation.
- One partner noted that it was useful for them to have information on main ports of entry e.g. Berbera seaport, Mogadishu airport and seaport. The cluster will endeavour to link up this information with that in the Logistics Capacity Assessment (LCAs) to fully utilise it in the future.

5. Situation Update – *Flood Response & COVID 19*

- All airports in Somalia are open for local and international passenger flights. Abudwak airport is still closed for maintenance.

- The lockdown of Mogadishu Airport (AAIA) has been extended until **19 September**. WFP trucks continue to have access to ensure continuity of air operations.
- All ports remain operational. Partners were requested to email otavio.costa@wfp.org / lucy.wambogo@wfp.org for enquiries re. available space for bookings on Voyage 13. The latest schedule is published on the [Logistics Cluster Somalia page](#). It was noted that all cargo must be containerised due to restrictions on loose cargo.
- The Logistics Cluster is advocating for Somalia Humanitarian Fund (SHF) funding for the flood response; there have been some positive indications, but no funding confirmed so far.
- Despite some rainfall in the last weeks, key roads are still accessible although subject to temporary closures – the latest [Logistics Cluster Flood Affected Roads Map](#) dates from 6 July. Marka Road – ex-Mogadishu - is now open, though continued delays were observed by WFP and other users. The Logistics Cluster continues to monitor the situation.
- The Somaliland–Ethiopia border remains open for commercial trade. The Somaliland-Djibouti border also remains open but strictly for commercial trade.
- The Kenya-South Somalia (Mandera) land borders remain closed for commercial entities. However, informal cross-border trade was observed. South Somalia-Ethiopia borders remain closed but opened intermittently based on an unwritten bilateral agreement between local authorities from both sides. Central Somalia-Ethiopia borders also remain closed; however, certain points may periodically be opened for trade, subject to bilateral agreements between local authorities of relevant border towns. The below crossing points of Somalia-Kenya border remain closed indefinitely:
 - Somalia–Beledhawa - Closed
 - Kenya–Dobley - Closed
 - Ethiopia–Elbarde - Closed
 - Ethiopia–Beledweine - closed
 - Ethiopia-Dollow – Closed

6. UNHAS Updates & Services Overview

- UNHAS gave an overview of its services in Somalia; it is managed by WFP on behalf of the humanitarian community and also has a user group committee, however its user group meetings have been on hold since the beginning of COVID-19.
- UNHAS passenger and light cargo flights are available to all humanitarian agencies operating in Somalia. In order to access these services, agencies must first submit a statement of purpose to OCHA outlining the humanitarian remit of their organisation. It was noted that there is no set template for this letter, it just needs to confirm that the organisation is genuinely humanitarian.
- UNHAS encouraged partners to contact UNHAS focal points bilaterally with any questions via UNHAS.Somalia@wfp.org.
- UNHAS resumed its weekly flight on route Mogadishu-Nairobi-Mogadishu as of 23 August. A weekly [Flight Schedule](#) has been published on the Logistics Cluster Somalia page and is valid up until 30 September. Booking forms, flight schedules and SOPs are also available on the [Logistics Cluster Somalia page](#).

7. AOB

- Partners were asked to voice any interest in prepositioning of cargo in Beletwyne, Baidoa and Jowhar – as in previous meetings these locations have been mapped as priority. The Logistics Cluster advised any interested partners to reach out bilaterally as soon as possible so that a consolidated cargo flight from Mogadishu may be organised during this window before the flood season begins in October.
- A poll was launched regarding the discussion topic for the next Logistics Cluster Meeting. Partners were asked to choose between flood response planning & cargo consolidation, cold chain/health logistics or UNHAS services/air transport overview. Cold chain/health logistics had the highest level of interest from participants.

The next Cluster Coordination meeting is tentatively scheduled for 29 September 2020 at 11:00.

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